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GENERAL INFORMATION

This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the FAA Department of Transportation, National Aeronautical Navigation Services, Silver Spring, Maryland 20910. It is designed fo use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

This directory contains all open to the public airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this directory contains communications data navigational facilities and certain special notices and procedures.

Military data contained within this publication is provided by the National Geospatial–Intelligence Agency and is intended to provide reference data for military and/or joint civil/military airports. Not all military data contained in this publication is applicable to civil users.

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

CRITICAL information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call.

FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE: http://nfdc.faa.gov/portal/airportchanges.do

FAA, Aeronautical Information Services, ATO–R, Rm. 626
800 Independence Ave., SW
Washington, DC 20591
Telephone 1–866–295–8236
Fax 202–267–5322
Email 9–ATOR–HQ–AIS–AIRPORTCHANGES@FAA.GOV

NOTICE: Changes must be received by the Aeronautical Information Services as soon as possible but not later than the ''cut-off'' dates listed below to assure publication on the desired effective date.

Effective Date	Airport Information Cut-off date	Airspace Information* Cut-off date
23 Sep 10	11 Aug 10	22 Jul 10
18 Nov 10	6 Oct 10	16 Sep 10
13 Jan 11	1 Dec 10	11 Nov 10
10 Mar 11	26 Jan 11	6 Jan 11
5 May 11	23 Mar 11	3 Mar 11
30 Jun 11	18 May 11	28 Apr 11

*Including changes to preferred routes and graphic depictions on charts.

FOR CHARTING ERRORS CONTACT:

FAA, National Aeronautical Navigation Services
SSMC–4 Sta. #4435
1305 East West Highway
Silver Spring, MD 20910–3281
Telephone 1–800–626–3677
Email 9–AMC–Aerochart@faa.gov

Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov.
See the FAQs prior to contact via toll free number.

FOR PROCUREMENT CONTACT:

FAA, National Aeronautical Navigation Services
REDIS/Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769–9700
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Email 9–AMC–Chartsales@faa.gov
Telephone 1–800–638–8972
Fax 301–436–6829
or any authorized chart agent.

New or Changed Information—To alert users of new information or changes to information from the previous issue, a vertica line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Informatior Publication (AIP): GEN, ENR and AD.

GENERAL INFORMATION

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ABBREVIATIONS

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms m be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatic variations of the basic form. (Example–''req'' may mean ''request'', ''requesting'', ''requested'', or ''requests'').

AAF	Army Air Field
AB	Airbase
abv	above
ACC	Air Combat Command; Area Control Center
acft	aircraft
ADCC	Air Defense Control Center
AER	approach end rwy
AFB	Air Force Base
AFHP	Air Force Heliport
afld	airfield
AFOD	US Army Flight Operations Detachment
AFRC	Armed Forces Reserve Center/Air Force Reserve Command
AFSS	Automated Flight Service Station
AG	Agriculture
A–GEAR	Arresting Gear
AGL	above ground level
AHP	Army heliport
ALS	Approach Light System
alt	altitude
AMC	Air Mobility Command
ANGS	Air National Guard Station
apch	approach
Apr	April
APU	Auxiliary Power Unit
ARB	Air Reserve Base
arpt	airport
ARS	Air Reserve Station
AS	Air Station
ASDE–X	Airport Surface Detection Equipment—Model X
ASU	Aircraft Starting Unit
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
Aug	August
AUW	All Up Weight (gross weight)
avbl	available
bcn	beacon
blo	below
byd	beyond
C	Commercial Circuit (Telephone)
CGAF	Coast Guard Air Facility
CGAS	Coast Guard Air Station
CIV	Civil
clsd	closed
comd	command
CONUS	Continental United States
CSTMS	Customs
ctc	contact
ctl	control
dalgt	daylight
Dec	December
DIAP	DoD Instrument Approach Procedure
DoD	Department of Defense
DSN	Defense Switching Network (Telephon
dsplcd	displaced
durn	duration
eff	effective
emerg	emergency
EOR	End of Runway
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
exc	except
extd	extend
FBO	fixed–base operator
Feb	February
fld	field
FLIP	Flight Information Publication
flt	flight
flw	follow
Fri	Friday
FSS	Flight Service Station
GA	glide angle
GCA	Ground Controlled Approach
GS	glide slope
haz	hazard
HQ	Headquarters

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

hr	hour
IAP	Instrument Approach Procedure
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IM	Inner Marker
IMG	Immigration
incr	increase
indef	indefinite
ints	intensity
invof	in the vicinity of
IMC	Instrument Meteorological Conditions
Jan	January
JASU	Jet Aircraft Starting Unit
JOAP	Joint Oil Analysis Program
JOSAC	Joint Operational Support Airlift Center
JRB	Joint Reserve Base
Jul	July
Jun	June
Kt	Knots
LAA	Local Airport Advisory
LAHSO	Land and Hold Short Operations
lbs	pounds
ldg	landing
lgtd	lighted
lgts	lights
LMM	Compass locator at Middle Marker ILS
LOC	Localizer
LOM	Compass locator at Outer Marker ILS
ltd	limited
MACC	Military Area Control Center
Mar	March
MCAF	Marine Corps Air Facility
MCALF	Marine Corps Auxiliary Landing Field
MCAS	Marine Corps Air Station
MCB	Marine Corps Base
med	medium
METRO	Pilot-to-Metro voice call
Mil	military
min	minute
MLS	Microwave Landing System
MM	Middle Marker of ILS
Mon	Monday
MP	Maintenance Period
MSL	mean sea level
MSAW	minimum safe altitude warning
NAAS	Naval Auxiliary Air Station
NADC	Naval Air Development Center
NADEP	Naval Air Depot
NAEC	Naval Air Engineering Center
NAES	Naval Air Engineering Station
NAF	Naval Air Facility
NALCO	Naval Air Logistics Control Office
NALO	Navy Air Logistics Office
NALF	Naval Auxiliary Landing Field
NAS	Naval Air Station
NAWC	Naval Air Warfare Center
NAWS	Naval Air Weapons Station
ngt	night
NOLF	Naval Outlying Field
Nov	November
npi	non precision instrument
NS ABTMT	Noise Abatement
NSTD	nonstandard
ntc	notice
obsn	observation
Oct	October
OLF	Outlying Field
opr	operate, operator, operational
ops	operations
OTS	out of service
ovrn	overrun
PAEW	personnel and equipment working
pat	pattern
p-line	power line
PMSV	Pilot-to-Metro Service
POL	Petrol, Oils and Lubricants
PPR	prior permission required
PRM	Precision Runway Monitoring
PTD	Pilot to Dispatcher
RAMCC	Regional Air Movement Control Center
req	request
rgt tfc	right traffic
RON	Remain Overnight
rqr	require
rstd	restricted
RSRS	reduced same runway separation
rwy	runway
Sat	Saturday
SELF	Strategic Expeditionary Landing Field
Sep	September
SFA	Single Frequency Approach
sfc	surface
SFRA	Special Flight Rules Area
SOAP	Spectrometric Oil Analysis Program
SOF	Supervisor of Flying
SPB	Seaplane Base
SR	sunrise
SS	sunset
std	standard
Sun	Sunday
svc	service
tfc	traffic
thld	threshold
Thu	Thursday
tkf	take-off
tmpry	temporary
tran	transient
Tue	Tuesday
twr	tower
twy	taxiway
UC	Under Construction
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USN	United States Navy
V	Defense Switching Network (telephone, formerly AUTOVON)
VFR	Visual Flight Rules
VIP	Very Important Person
VMC	Visual Meteorological Conditions
Wed	Wednesday
wx	weather

SAMPLE

(1) (2) (3) (4) (5) (6) (7) (8)

CITY NAME

AIRPORT NAME (ALTERNATE NAME) (LTS) (KLTS) CIV/MIL 3 N UTC–6(–5DT) N34°41.93′ W99°20.20′ **JACKSONVILLE**

200 B S4 **FUEL** 100 OX 1 TPA—1000(800) AOE Class IV, ARFF Index A NOTAM FILE ORL Not insp. **COPTER**

(11) (12) (13) (14) (15) (16) (17) (18) (19) (20) **H–4G, L–19C**

IAP, DIAP, AD

(9)

(21) → **RWY 18–36:** H12004X200 (ASPH–CONC–GRVD)

S–90, D–160, 2D–300 PCN 80 R/B/W/T HIRL CL

RWY 18: LDIN. MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0° TCH 36′.

Thld dsplcd 300′. Trees. Rgt tfc. 0.3% up.

RWY 36: ALSF1. 0.4% down.

RWY 09–27: H6000X150 (ASPH) MIRL

RWY 173–353: H3515X150 (ASPH–PFC) AUW PCN 59 F/A/W/T

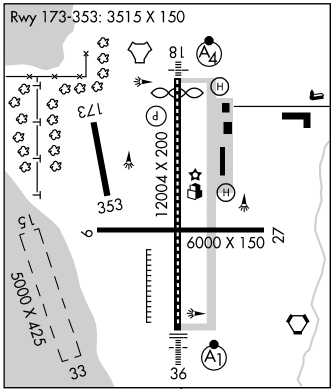
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18	09–27	6500
RWY 36	09–27	5400

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA–12004 TODA–12704 ASDA–11704 LDA–11504

RWY 36: TORA–12004 TODA–12004 ASDA–12004 LDA–11704



(10)

(22) → **ARRESTING GEAR/SYSTEM**

RWY 18 → HOOK E5 (65′ OVRN) BAK–14 BAK–12B (1650′)

BAK–14 BAK–12 (B) (1087′) HOOK E5 (74′ OVRN) ← **RWY 36**

(23) → **MILITARY SERVICE: A–GEAR** E–5 connected on dep end, disconnected on apch end. **JASU** 3(AM32A–60) 2(A/M32A–86)

(24)

(25) → **FUEL** J8(Mil) (NC–100, A) **FLUID** W SP PRESAIR LOX ← (26)

OIL O–128 **TRAN ALERT** Avbl 1300–0200Z‡, svc limited weekends.

(27) (28)

(29) → **AIRPORT REMARKS:** Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended 1200–0300Z‡. Parachute Jumping. Deer invof arpt. Heavy jumbo jet training surface to 9000′. Twy A clsd indef. Flight Notification Service (ADCUS) avbl.

(30) → **MILITARY REMARKS: ANG** PPR/Official Business Only. Base OPS DSN 638–4390, C503–335–4222. Ctc Base OPS 15 minutes prior to ldg and after dep. Limited tran parking.

(31) → **WEATHER DATA SOURCES:** AWOS–1 120.3 (202) 426–8000. LLWAS.

(32) → **COMMUNICATIONS: SFA ATIS** 127.25 273.5 (202) 426–8003 **UNICOM** 122.95 **PTD** 372.2

NAME FSS (ORL) on arpt. 123.65 122.65 122.2

NAME RCO 112.2T 112.1R (NAME RADIO)

Ⓡ **NAME APP/DEP CON** 128.35 257.725 (1200–0400Z‡)

TOWER 119.65 255.6 (1200–0400Z‡) **GND CON** 121.7 **GCO** 135.075 (ORLANDO CLNC) **CLNC DEL** 125.55

NAME COMD POST (GERONIMO) 311.0 321.4 6761 **PMSV METRO** 239.8 **NAME OPS** 257.5

(33) → **AIRSPACE: CLASS B** See VFR Terminal Area Chart.

(34) → **RADIO AIDS TO NAVIGATION:** NOTAM FILE ORL. VHF/DF ctc FSS.

(H) VORTAC 112.2 MCO Chan 59 N28°32.55′ W81°20.12′ at fld. 1110/8E.

(H) TACAN Chan 29 CBU (109.2) N28°32.65′ W81°21.12′ at fld. 1115/8E.

HERNY NDB (LOM) 221 OR N28°37.40′ W81°21.05′ 177° 5.4 NM to fld.

ILS/DME 108.5 I–ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ASR/PAR (1200–0400Z‡)

(35) → **COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

• •

HELIPAD H1: H100X75 (ASPH)

HELIPAD H2: H60X60 (ASPH) (1)

HELIPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.

• •

187 TPA 1000(813)

WATERWAY 15–33: 5000X425 (WATER)

SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of arpt not visible from twr and are required to ctc twr.

All bearings and radials are magnetic unless otherwise specified.
All mileages are nautical unless otherwise noted.
All times are Coordinated Universal Time (UTC) except as noted.
All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.
The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

10

SKETCH LEGEND

RUNWAYS/LANDING AREAS

Hard Surfaced . . . . . .

Metal Surface . . . . . .

Sod, Gravel, etc. . . . . .

Light Plane, ...
Ski Landing Area or Water

Under Construction . . . . .

Closed . . . . . .

Helicopter Landings Area . . . . . H

Displaced Threshold . . . . . .

Taxiway, Apron and Stopways . .

MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings . . . . . .

Power Lines . . . . . —T——T—

Fence . . . . . .

Towers . . . . . .

Tanks . . . . . .

Oil Well . . . . . .

Smoke Stack . . . . . .

Obstruction 5812

Controlling Obstruction . . . . . +5812

Trees . . . . . .

Populated Places . . . . . .

Cuts and Fills . . . . . Cut Fill

Cliffs and Depressions . .

Ditch . . . . . .

Hill . . . . . .

RADIO AIDS TO NAVIGATION

VORTAC . . . VOR . . . . . .

VOR/DME . . NDB . . . . . .

TACAN . . . . NDB/DME . . . .

MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon . . . . . .

Wind Cone . . . . . .

Landing Tee . . . . . .

Tetrahedron . . . . . .

Control Tower . . . . . .

APPROACH LIGHTING SYSTEMS

A dot " • " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. A1 Negative symbology, e.g., A1 V indicates Pilot Controlled Lighting (PCL).

Runway Centerline Lighting . . . . .

A Approach Lighting System ALSF-2 . .

A1 Approach Lighting System ALSF-1 . .

A2 Short Approach Lighting System SALS/SALSF . . . . . .

A3 Simplified Short Approach Lighting System (SSALR) with RAIL . . . . .

A4 Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF) . . . . . .

A5 Medium Intensity Approach Lighting System (MALSR) and RAIL . . . . . .

Omnidirectional Approach Lighting System (ODALS) . . . . . .

D Navy Parallel Row and Cross Bar . . .

‡ Air Force Overrun . . . . . .

V Visual Approach Slope Indicator with Standard Threshold Clearance provided

V2 Pulsating Visual Approach Slope Indicator (PVASI)

V3 Visual Approach Slope Indicator with a threshold crossing height to accomodate long bodied or jumbo aircraft

V4 Tri-color Visual Approach Slope Indicator (TRCV)

V5 Approach Path Alignment Panel (APAP)

P Precision Approach Path Indicator (PAPI)

LEGEND

This directory is a listing of data on record with the FAA on all open to the public airports, military facilities and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navaids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

1 CITY/AIRPORT NAME

Civil and joint civil/military airports and facilities in this directory are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports are listed alphabetically by state and official airport name.

2 ALTERNATE NAME

Alternate names, if any, will be shown in parentheses.

3 LOCATION IDENTIFIER

The location identifier is a three or four character FAA code followed by a four-character ICAO code assigned to airports. ICAO codes will only be published at joint civil/military, and military facilities. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter ''O''.

4 OPERATING AGENCY

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private use airports. The operating agency is shown for military, private use and joint civil/military airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

A	US Army	MC	Marine Corps
AFRC	Air Force Reserve Command	N	Navy
AF	US Air Force	NAF	Naval Air Facility
ANG	Air National Guard	NAS	Naval Air Station
AR	US Army Reserve	NASA	National Air and Space Administration
ARNG	US Army National Guard	P	US Civil Airport Wherein Permit Covers Use by Transient Military Aircraft
CG	US Coast Guard		
CIV/MIL	Joint Use Civil/Military	PVT	Private Use Only (Closed to the Public)
DND	Department of National Defense Canada		

5 AIRPORT LOCATION

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 4 NE.

6 TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as ''Z'' time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5(–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (–4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

⑦ GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

⑧ CHARTS

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is located. Helicopter Chart locations will be indicated as COPTER. IFR Gulf of Mexico West and IFR Gulf of Mexico Central will be depicted as GOMW and GOMC.

⑨ INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5–4–5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each A/FD volume alphabetically by associated city and airport name.

⑩ AIRPORT SKETCH

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport sketches will be added incrementally.

⑪ ELEVATION

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as ''00''. When elevation is below sea level a minus ''–'' sign will precede the figure.

⑫ ROTATING LIGHT BEACON

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

⑬ SERVICING—CIVIL

S1: Minor airframe repairs.
S2: Minor airframe and minor powerplant repairs.
S3: Major airframe and minor powerplant repairs.
S4: Major airframe and major powerplant repairs.
S5: Major airframe repairs.
S6: Minor airframe and major powerplant repairs.
S7: Major powerplant repairs.
S8: Minor powerplant repairs.

⑭ FUEL

CODE	FUEL
80	Grade 80 gasoline (Red)
100	Grade 100 gasoline (Green)
100LL	100LL gasoline (low lead) (Blue)
115	Grade 115 gasoline (115/145 military specification) (Purple)
A	Jet A, Kerosene, without FS–II*, FP** minus 40° C.
A+	Jet A, Kerosene, with FS–II*, FP** minus 40°C.
A1	Jet A–1, Kerosene, without FS–II*, FP** minus 47°C.
A1+	Jet A–1, Kerosene with FS–II*, FP** minus 47° C.
B	Jet B, Wide-cut, turbine fuel without FS–II*, FP** minus 50° C.
B+	Jet B, Wide-cut, turbine fuel with FS–II*, FP** minus 50° C.
J4 (JP4)	(JP–4 military specification) FP** minus 58° C.
J5 (JP5)	(JP–5 military specification) Kerosene with FS–11, FP** minus 46°C.
J8 (JP8)	(JP–8 military specification) Jet A–1, Kerosene with FS–II*, FP** minus 47°C.
J8+100	(JP–8 military specification) Jet A–1, Kerosene with FS–II*, FP** minus 47°C, with-fuel additive package that improves thermo stability characteristics of JP–8.
J	(Jet Fuel Type Unknown)
MOGAS	Automobile gasoline which is to be used as aircraft fuel.

*(Fuel System Icing Inhibitor)
**(Freeze Point)

NOTE: Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as ''MOGAS'', however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

⑮ OXYGEN—CIVIL

OX 1 High Pressure
OX 2 Low Pressure
OX 3 High Pressure—Replacement Bottles
OX 4 Low Pressure—Replacement Bottles

⑯ TRAFFIC PATTERN ALTITUDE

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. Multiple TPA shall be shown as ''TPA—See Remarks'' and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

(17) AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

US Customs Air and Sea Ports, Inspectors and Agents

Northeast Sector (New England and Atlantic States—ME to MD)	407–975–1740
Southeast Sector (Atlantic States—DC, WV, VA to FL)	407–975–1780
Central Sector (Interior of the US, including Gulf states—MS, AL, LA)	407–975–1760
Southwest East Sector (OK and eastern TX)	407–975–1840
Southwest West Sector (Western TX, NM and AZ)	407–975–1820
Pacific Sector (WA, OR, CA, HI and AK)	407–975–1800

(18) CERTIFICATED AIRPORT (14 CFR PART 139)

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

14 CFR PART 139 CERTIFICATED AIRPORTS AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	X			
Unscheduled Air Carrier Aircraft with 31 or more passengers seats	X	X		X
Scheduled Air Carrier Aircraft with 10 to 30 passenger seats	X	X	X	

14 CFR–PART 139 CERTIFICATED AIRPORTS

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

Airport Index	*Required No. Vehicles*	*Aircraft Length*	*Scheduled Departures*	*Agent + Water for Foam*
A	1	<90′	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H_2O
B	1 or 2	≥90′, <126′ ---------- ≥126′, <159′	≥5 ---------- <5	Index A + 1500 gal H_2O
C	2 or 3	≥126′, <159′ ---------- ≥159′, <200′	≥5 ---------- <5	Index A + 3000 gal H_2O
D	3	≥159′, <200′ ---------- >200′	<5	Index A + 4000 gal H_2O
E	3	≥200′	≥5	Index A + 6000 gal H_2O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H_2O–Water; DC–Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

(19) NOTAM SERVICE

All public use landing areas are provided NOTAM ''D'' (distant dissemination) and NOTAM ''L'' (local dissemination) service. Airport NOTAM file identifier is shown for individual airports, e.g. ''NOTAM FILE IAD''. See AIM, Basic Flight Information and

ATC Procedures for detailed description of NOTAM's. Current NOTAMs are available from Flight Service Stations at 1–800–WX–BRIEF. Real time Military NOTAMs are available using the DoD Internet NOTAM Distribution System (DINS) www.notams.jcs.mil.

(20) FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

(21) RUNWAY DATA

Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea-lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

RUNWAY DESIGNATION

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as Ultralight or assault strips. Assault strips are shown by magnetic bearing.

RUNWAY DIMENSIONS

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns.

RUNWAY SURFACE AND LENGTH

Runway lengths prefixed by the letter ''H'' indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt–concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

(AFSC)—Aggregate friction seal coat
(ASPH)—Asphalt
(CONC)—Concrete
(DIRT)—Dirt
(GRVD)—Grooved
(GRVL)—Gravel, or cinders
(MATS)—Pierced steel planking, landing mats, membranes
(PEM)—Part concrete, part asphalt
(PFC)—Porous friction courses
(PSP)—Pierced steel plank
(RFSC)—Rubberized friction seal coat
(TURF)—Turf
(TRTD)—Treated
(WC)—Wire combed

RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

CURRENT	NEW	NEW DESCRIPTION
S	S	Single wheel type landing gear (DC3), (C47), (F15), etc.
D	D	Dual wheel type landing gear (BE1900), (B737), (A319), etc.
T	D	Dual wheel type landing gear (P3, C9).
ST	2S	Two single wheels in tandem type landing gear (C130).
TRT	2T	Two triple wheels in tandem type landing gear (C17), etc.
DT	2D	Two dual wheels in tandem type landing gear (B707), etc.
TT	2D	Two dual wheels in tandem type landing gear (B757, KC135).
SBTT	2D/D1	Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).
None	2D/2D1	Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340–600).
DDT	2D/2D2	Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).
TTT	3D	Three dual wheels in tandem type landing gear (B777), etc.
TT	D2	Dual wheel gear two struts per side main gear type landing gear (B52).
TDT	C5	Complex dual wheel and quadruple wheel combination landing gear (C5).

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.
SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).
PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

(1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.

(2) The type of pavement:
R — Rigid
F — Flexible

(3) The pavement subgrade category:
A — High
B — Medium
C — Low
D — Ultra-low

(4) The maximum tire pressure authorized for the pavement:
W — High, no limit
X — Medium, limited to 217 psi
Y — Low, limited to 145 psi
Z — Very low, limited to 73 psi

(5) Pavement evaluation method:
T — Technical evaluation
U — By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSTD—Light system fails to meet FAA standards.
LIRL—Low Intensity Runway Lights.
MIRL—Medium Intensity Runway Lights.
HIRL—High Intensity Runway Lights.
RAIL—Runway Alignment Indicator Lights.
REIL—Runway End Identifier Lights.
CL—Centerline Lights.
TDZL—Touchdown Zone Lights.
ODALS—Omni Directional Approach Lighting System.
AF OVRN—Air Force Overrun 1000′ Standard Approach Lighting System.
LDIN—Lead-In Lighting System.
MALS—Medium Intensity Approach Lighting System.
MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.
SALS—Short Approach Lighting System.
SALSF—Short Approach Lighting System with Sequenced Flashing Lights.
SSALS—Simplified Short Approach Lighting System.
SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.
SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.
ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
SF—Sequenced Flashing Lights.
OLS—Optical Landing System.
WAVE–OFF.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the ‘‘Remarks’’ portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint civil/military airfields on which they are tenants.

VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

PNIL	APAP on left side of runway	PNIR	APAP on right side of runway

PAPI—Precision Approach Path Indicator

P2L	2-identical light units placed on left side of runway	P4L	4-identical light units placed on left side of runway
P2R	2-identical light units placed on right side of runway	P4R	4-identical light units placed on right side of runway

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

PSIL	PVASI on left side of runway	PSIR	PVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L	2-box SAVASI on left side of runway	S2R	2-box SAVASI on right side of runway

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL	TRCV on left side of runway	TRIR	TRCV on right side of runway

VASI—Visual Approach Slope Indicator

V2L	2-box VASI on left side of runway	V6L	6-box VASI on left side of runway
V2R	2-box VASI on right side of runway	V6R	6-box VASI on right side of runway
V4L	4-box VASI on left side of runway	V12	12-box VASI on both sides of runway
V4R	4-box VASI on right side of runway	V16	16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., –GA 3.5° TCH 37′.

PILOT CONTROL OF AIRPORT LIGHTING

Key Mike	Function
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-Off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-Off)

Available systems will be indicated in the airport or military remarks, e.g., ACTIVATE HIRL Rwy 07–25, MALSR Rwy 07, and VASI Rwy 07—122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, ''Basic Flight Information and ATC Procedures,'' for detailed description of pilot control of airport lighting.

RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 21: Pole. Rgt tfc. 0.4% down.

RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. ''Rgt tfc''—Right traffic indicates right turns should be made on landing and takeoff for specified runway end.

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for ''Land and Hold Short Operations.'' These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold–short operations and markings.

RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take–off.

TODA—Take-off Distance Available. The length of the take–off run available plus the length of the clearway, if provided.

ASDA—Accelerate-Stop Distance Available. The length of the take–off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

(22) ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a–gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A–Gear which has a bi–direction capability and can be utilized for emergency approach end engagement is indicated by a (B). The direction of engaging device is indicated by an arrow. Up to 15 minutes advance notice may be required for rigging A–Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

BI–DIRECTIONAL CABLE (B)

TYPE	DESCRIPTION
BAK–9	Rotary friction brake.
BAK–12A	Standard BAK–12 with 950 foot run out, 1–inch cable and 40,000 pound weight setting. Rotary friction brake.
BAK–12B	Extended BAK–12 with 1200 foot run, 1¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake.
E28	Rotary Hydraulic (Water Brake).
M21	Rotary Hydraulic (Water Brake) Mobile.

The following device is used in conjunction with some aircraft arresting systems:

BAK–14	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)
H	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one–half seconds to fully raise the cable.)

UNI–DIRECTIONAL CABLE

TYPE	DESCRIPTION
MB60	Textile brake—an emergency one–time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.
E5/E5–1/E5–3	Chain Type. At USN/USMC stations E–5 A–GEAR systems are rated, e.g., E–5 RATING–13R–1100 HW (DRY), 31L/R–1200 STD (WET). This rating is a function of the A–GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Military Service.

FOREIGN CABLE

TYPE	DESCRIPTION	US EQUIVALENT
44B–3H	Rotary Hydraulic) (Water Brake)	
CHAG	Chain	E–5

UNI–DIRECTIONAL BARRIER

TYPE	DESCRIPTION
MA–1A	Web barrier between stanchions attached to a chain energy absorber.
BAK–15	Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.

NOTE: Landing short of the runway threshold on a runway with a BAK–15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

OTHER

TYPE	DESCRIPTION
EMAS	Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft.

(23) MILITARY SERVICE

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

(24) JET AIRCRAFT STARTING UNITS (JASU)

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non–availability.

The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35–1–7.)

ELECTRICAL STARTING UNITS:

A/M32A–86	AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack)
MC–1A	AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw
MD–3	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD–3A	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD–3M	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw

MD–4	AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, ''WYE'' neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, ''DELTA'' 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire
AIR STARTING UNITS	
AM32–95	150 +/− 5 lb/min (2055 +/− 68 cfm) at 51 +/− 2 psia
AM32A–95	150 +/− 5 lb/min @ 49 +/− 2 psia (35 +/− 2 psig)
LASS	150 +/− 5 lb/min @ 49 +/− 2 psia
MA–1A	82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press
MC–1	15 cfm, 3500 psia
MC–1A	15 cfm, 3500 psia
MC–2A	15 cfm, 200 psia
MC–11	8,000 cu in cap, 4000 psig, 15 cfm
COMBINED AIR AND ELECTRICAL STARTING UNITS:	
AGPU	AC: 115/200v, 400 cycle, 3 phase, 30 kw gen DC: 28v, 700 amp AIR: 60 lb/min @ 40 psig @ sea level
AM32A–60*	AIR: 120 +/− 4 lb/min (1644 +/− 55 cfm) at 49 +/− 2 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva DC: 28v, 500 amp, 15 kw
AM32A–60A	AIR: 150 +/− 5 lb/min (2055 +/− 68 cfm at 51 +/− psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw
AM32A–60B*	AIR: 130 lb/min, 50 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw

*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

USN JASU

ELECTRICAL STARTING UNITS:	
NC–8A/A1	DC: 500 amp constant, 750 amp intermittent, 28v; AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.
NC–10A/A1/B/C	DC: 750 amp constant, 1000 amp intermittent, 28v; AC: 90 kva, 115/200v, 3 phase, 400 Hz.
AIR STARTING UNITS:	
GTC–85/GTE–85	120 lbs/min @ 45 psi.
MSU–200NAV/A/U47A–5	204 lbs/min @ 56 psia.
WELLS AIR START SYSTEM	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.
COMBINED AIR AND ELECTRICAL STARTING UNITS:	
NCPP–105/RCPT	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.
JASU (ARMY)	
59B2–1B	28v, 7.5 kw, 280 amp.
OTHER JASU	
ELECTRICAL STARTING UNITS (DND):	
CE12	AC 115/200v, 140 kva, 400 Hz, 3 phase
CE13	AC 115/200v, 60 kva, 400 Hz, 3 phase
CE14	AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp
CE15	DC 22–35v, 500 amp continuous 1100 amp intermittent
CE16	DC 22–35v, 500 amp continuous 1100 amp intermittent soft start
AIR STARTING UNITS (DND):	
CA2	ASA 45.5 psig, 116.4 lb/min
COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)	
CEA1	AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp AIR 112.5 lb/min, 47 psig
ELECTRICAL STARTING UNITS (OTHER)	
C–26	28v 45kw 115–200v 15kw 380–800 Hz 1 phase 2 wire
C–26–B, C–26–C	28v 45kw: Split Bus: 115–200v 15kw 380–800 Hz 1 phase 2 wire
E3	DC 28v/10kw
AIR STARTING UNITS (OTHER):	
A4	40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)
MA–1	150 Air HP, 115 lb/min 50 psia
MA–2	250 Air HP, 150 lb/min 75 psia
CARTRIDGE:	
MXU–4A	USAF

(25) FUEL—MILITARY

Fuel available through US Military Base supply, DESC Into–Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into–Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into–Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into–Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into–Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at www.desc.dla.mil/Static/ProductsAndServices.asp; click on the Commercial Airports button.

See legend item 14 for fuel code and description.

(26) SUPPORTING FLUIDS AND SYSTEMS—MILITARY

CODE	
ADI	Anti–Detonation Injection Fluid—Reciprocating Engine Aircraft.
W	Water Thrust Augmentation—Jet Aircraft.
WAI	Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP	Single Point Refueling.
PRESAIR	Air Compressors rated 3,000 PSI or more.
De–Ice	Anti–icing/De–icing/Defrosting Fluid (MIL–A–8243).

OXYGEN:

LPOX	Low pressure oxygen servicing.
HPOX	High pressure oxygen servicing.
LHOX	Low and high pressure oxygen servicing.
LOX	Liquid oxygen servicing.
OXRB	Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)
OX	Indicates oxygen servicing when type of servicing is unknown.

NOTE: Combinations of above items is used to indicate complete oxygen servicing available;

LHOXRB	Low and high pressure oxygen servicing and replacement bottles;
LPOXRB	Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

NITROGEN:

LPNIT — Low pressure nitrogen servicing.
HPNIT — High pressure nitrogen servicing.
LHNIT — Low and high pressure nitrogen servicing.

(27) OIL—MILITARY

US AVIATION OILS (MIL SPECS):

CODE	GRADE, TYPE
O–113	1065, Reciprocating Engine Oil (MIL–L–6082)
O–117	1100, Reciprocating Engine Oil (MIL–L–6082)
O–117+	1100, O–117 plus cyclohexanone (MIL–L–6082)
O–123	1065, (Dispersant), Reciprocating Engine Oil (MIL–L–22851 Type III)
O–128	1100, (Dispersant), Reciprocating Engine Oil (MIL–L–22851 Type II)
O–132	1005, Jet Engine Oil (MIL–L–6081)
O–133	1010, Jet Engine Oil (MIL–L–6081)
O–147	None, MIL–L–6085A Lubricating Oil, Instrument, Synthetic
O–148	None, MIL–L–7808 (Synthetic Base) Turbine Engine Oil
O–149	None, Aircraft Turbine Engine Synthetic, 7.5c St
O–155	None, MIL–L–6086C, Aircraft, Medium Grade
O–156	None, MIL–L–23699 (Synthetic Base), Turboprop and Turboshaft Engines
JOAP/SOAP	Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

(28) TRANSIENT ALERT (TRAN ALERT)—MILITARY

Tran Alert service is considered to include all services required for normal aircraft turn–around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN–AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military

aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

(29) AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note ''See Special Notices'' shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional Information.

Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

(30) MILITARY REMARKS

Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be applicable to civil users. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non–operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non–US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11–204, AR 95–27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on aboard are designated Code 6 or higher as explained in AFJMAN 11–213, AR 95–11, OPNAVINST 3722–8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

(31) WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS–3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement).

AWOS—Automated Weather Observing System

AWOS–A—reports altimeter setting (all other information is advisory only).

AWOS–1—reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS–2—reports the same as AWOS–1 plus visibility.

AWOS–3—reports the same as AWOS–1 plus visibility and cloud/ceiling data.

See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

HIWAS—See RADIO AIDS TO NAVIGATION
LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.
LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.
SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.
SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.
TDWR—indicates airports that have Terminal Doppler Weather Radar.
WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

(32) COMMUNICATIONS

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in descending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Automatic Terminal Information Service (ATIS) and Aeronautical Advisory Stations (UNICOM) or (AUNICOM) along with their frequency is shown, where available, on the line following the heading ''COMMUNICATIONS.'' When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1–800–WX–BRIEF (1–800–992–7433). When the FSS is located on the field it will be indicated as ''on arpt''. Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available.

FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation.

(See AIM, Para 4–1–9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90–42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies-Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
b. 122.2 is assigned as a common enroute frequency.
c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
d. 122.1 is the primary receive-only frequency at VOR's.
e. Some FSS's are assigned 50 kHz frequencies in the 122–126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published followed by the letter ''T'' or ''R'', indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only.

TERMINAL SERVICES

SFA—Single Frequency Approach.
CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.
ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.
D–ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.
AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.
UNICOM—A non-government air/ground radio communications facility which may provide airport information.
PTD—Pilot to Dispatcher.
APP CON—Approach Control. The symbol Ⓡ indicates radar approach control.
TOWER—Control tower.
GCA—Ground Control Approach System.
GND CON—Ground Control.
GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four ''key clicks'' on the

VHF radio to contact the appropriate ATC facility or six ''key clicks'' to contact the FSS. The GCO system is intended to be used only on the ground.
DEP CON—Departure Control. The symbol Ⓡ indicates radar departure control.
CLNC DEL—Clearance Delivery.
PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non-Radar Approach Control.
Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.
COMD POST—Command Post followed by the operator call sign in parenthesis.
PMSV—Pilot–to–Metro Service call sign, frequency and hours of operation, when full service is other than continuous. PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as ''Wx obsn svc 1900–0000Z‡'' or ''other times'' may be used when no specific time is given. PMSV facilities manned by forecasters are considered ''Full Service''. PMSV facilities manned by weather observers are listed as ''Limited Service''.
OPS—Operations followed by the operator call sign in parenthesis.
CON
RANGE
FLT FLW—Flight Following
MEDIVAC
NOTE: Communication frequencies followed by the letter ''X'' indicate frequency available on request.

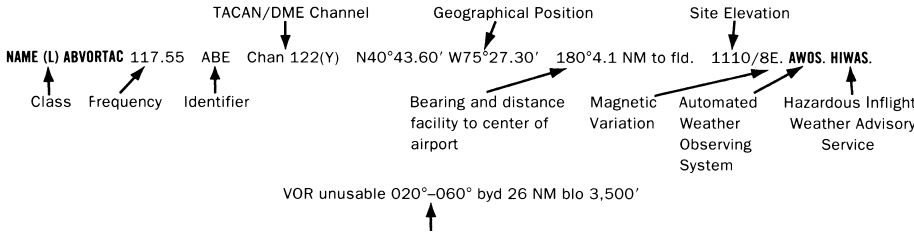
(33) AIRSPACE

Information concerning Class B, C, and part–time D and E surface area airspace shall be published with effective times. Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.
CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.
CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.
TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.
Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.
When part–time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:
AIRSPACE: CLASS C svc ''times'' ctc **APP CON** other times CLASS E:
or
AIRSPACE: CLASS D svc ''times'' other times CLASS E.
When a part–time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700′ or 1200′ AGL. This will be formatted as:
AIRSPACE: CLASS C svc ''times'' ctc **APP CON** other times CLASS G, with CLASS E 700′ (or 1200′) AGL & abv:
or
AIRSPACE: CLASS D svc ''times'' other times CLASS G with CLASS E 700′ (or 1200′) AGL & abv:
or
AIRSPACE: CLASS E svc ''times'' other times CLASS G with CLASS E 700′ (or 1200′) AGL & abv.
NOTE: AIRSPACE SVC "TIMES" INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS. Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part–time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part–time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.
NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.
Class E 700′ AGL (shown as magenta vignette on sectional charts) and 1200′ AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700′/1200′ AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.
(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)

(34) RADIO AIDS TO NAVIGATION

The Airport/Facility Directory lists, by facility name, all Radio Aids to Navigation that appear on National Aeronautical Navigation Services Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANs. Military TACAN information will be published for Military facilities contained in this publication. All VOR, VORTAC, TACAN, ILS and MLS equipment in the National Airspace System has an automatic monitoring and shutdown feature in the event of malfunction. Unmonitored, as used in this publication, for any navigational aid, means that monitoring personnel cannot observe the malfunction or shutdown signal. The NAVAID NOTAM file identifier will be shown as ''NOTAM FILE IAD'' and will be listed on the Radio Aids to Navigation line. When two or more NAVAIDS are listed and the NOTAM file identifier is different from that shown on the Radio Aids to Navigation line, it will be shown with the NAVAID listing. NOTAM file identifiers for ILSs and its components (e.g., NDB (LOM) are the same as the associated airports and are not repeated. Automated Surface Observing System (ASOS), Automated Weather Observing System (AWOS), and Hazardous Inflight Weather Advisory Service (HIWAS) will be shown when this service is broadcast over selected NAVAIDs.

NAVAID information is tabulated as indicated in the following sample:



Restriction within the normal altitude/range of the navigational aid (See primary alphabetical listing for restrictions on VORTAC and VOR/DME).

Note: Those DME channel numbers with a (Y) suffix require TACAN to be placed in the ''Y'' mode to receive distance information.

HIWAS—Hazardous Inflight Weather Advisory Service is a continuous broadcast of inflight weather advisories including summarized SIGMETs, convective SIGMETs, AIRMETs and urgent PIREPs. HIWAS is presently broadcast over selected VOR's throughout the U.S.

ASR/PAR—Indicates that Surveillance (ASR) or Precision (PAR) radar instrument approach minimums are published in the U.S. Terminal Procedures. Only part-time hours of operation will be shown.

RADIO CLASS DESIGNATIONS

VOR/DME/TACAN Standard Service Volume (SSV) Classifications

SSV Class	Altitudes	Distance (NM)
(T) Terminal	1000′ to 12,000′	25
(L) Low Altitude	1000′ to 18,000′	40
(H) High Altitude	1000′ to 14,500′	40
	14,500′ to 18,000′	100
	18,000′ to 45,000′	130
	45,000′ to 60,000′	100

NOTE: Additionally, (H) facilities provide (L) and (T) service volume and (L) facilities provide (T) service. Altitudes are with respect to the station's site elevation. Coverage is not available in a cone of airspace directly above the facility.

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The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

AB	Automatic Weather Broadcast.
DF	Direction Finding Service.
DME	UHF standard (TACAN compatible) distance measuring equipment.
DME(Y)	UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the ''Y'' mode to receive DME.
GS	Glide slope.
H	Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).
HH	Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).
H-SAB	Non-directional radio beacons providing automatic transcribed weather service.
ILS	Instrument Landing System (voice, where available, on localizer channel).
IM	Inner marker.
ISMLS	Interim Standard Microwave Landing System.
LDA	Localizer Directional Aid.
LMM	Compass locator station when installed at middle marker site (15 NM at all altitudes).
LOM	Compass locator station when installed at outer marker site (15 NM at all altitudes).
MH	Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
MLS	Microwave Landing System.
MM	Middle marker.
OM	Outer marker.
S	Simultaneous range homing signal and/or voice.
SABH	Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
SDF	Simplified Direction Facility.
TACAN	UHF navigational facility-omnidirectional course and distance information.
VOR	VHF navigational facility-omnidirectional course only.
VOR/DME	Collocated VOR navigational facility and UHF standard distance measuring equipment.
VORTAC	Collocated VOR and TACAN navigational facilities.
W	Without voice on radio facility frequency.
Z	VHF station location marker at a LF radio facility.

ILS FACILITY PEFORMANCE CLASSIFICATION CODES

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

ILS/DME 108.5 I–ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ILS Facility Performance Classification Code

FREQUENCY PAIRING PLAN AND MLS CHANNELING

MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL
500	108.10	18X	568	109.45	31Y	636	114.15	88Y
502	108.30	20X	570	109.55	32Y	638	114.25	89Y
504	108.50	22X	572	109.65	33Y	640	114.35	90Y
506	108.70	24X	574	109.75	34Y	642	114.45	91Y
508	108.90	26X	576	109.85	35Y	644	114.55	92Y
510	109.10	28X	578	109.95	36Y	646	114.65	93Y
512	109.30	30X	580	110.05	37Y	648	114.75	94Y
514	109.50	32X	582	110.15	38Y	650	114.85	95Y
516	109.70	34X	584	110.25	39Y	652	114.95	96Y
518	109.90	36X	586	110.35	40Y	654	115.05	97Y
520	110.10	38X	588	110.45	41Y	656	115.15	98Y
522	110.30	40X	590	110.55	42Y	658	115.25	99Y
524	110.50	42X	592	110.65	43Y	660	115.35	100Y
526	110.70	44X	594	110.75	44Y	662	115.45	101Y
528	110.90	46X	596	110.85	45Y	664	115.55	102Y
530	111.10	48X	598	110.95	46Y	666	115.65	103Y
532	111.30	50X	600	111.05	47Y	668	115.75	104Y
534	111.50	52X	602	111.15	48Y	670	115.85	105Y
536	111.70	54X	604	111.25	49Y	672	115.95	106Y
538	111.90	56X	606	111.35	50Y	674	116.05	107Y
540	108.05	17Y	608	111.45	51Y	676	116.15	108Y
542	108.15	18Y	610	111.55	52Y	678	116.25	109Y
544	108.25	19Y	612	111.65	53Y	680	116.35	110Y
546	108.35	20Y	614	111.75	54Y	682	116.45	111Y
548	108.45	21Y	616	111.85	55Y	684	116.55	112Y
550	108.55	22Y	618	111.95	56Y	686	116.65	113Y
552	108.65	23Y	620	113.35	80Y	688	116.75	114Y
554	108.75	24Y	622	113.45	81Y	690	116.85	115Y
556	108.85	25Y	624	113.55	82Y	692	116.95	116Y
558	108.95	26Y	626	113.65	83Y	694	117.05	117Y
560	109.05	27Y	628	113.75	84Y	696	117.15	118Y
562	109.15	28Y	630	113.85	85Y	698	117.25	119Y
564	109.25	29Y	632	113.95	86Y			
566	109.35	30Y	634	114.05	87Y			

FREQUENCY PAIRING PLAN AND MLS CHANNELING

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
2X	134.5	-	19Y	108.25	544	25X	108.80	-
2Y	134.55	-	20X	108.30	502	25Y	108.85	556
11X	135.4	-	20Y	108.35	546	26X	108.90	508
11Y	135.45	-	21X	108.40	-	26Y	108.95	558
12X	135.5	-	21Y	108.45	548	27X	109.00	-
12Y	135.55	-	22X	108.50	504	27Y	109.05	560
17X	108.00	-	22Y	108.55	550	28X	109.10	510
17Y	108.05	540	23X	108.60	-	28Y	109.15	562
18X	108.10	500	23Y	108.65	552	29X	109.20	-
18Y	108.15	542	24X	108.70	506	29Y	109.25	564
19X	108.20	-	24Y	108.75	554	30X	109.30	512

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
30Y	109.35	566	63X	133.60	-	95Y	114.85	650
31X	109.40	-	63Y	133.65	-	96X	114.90	-
31Y	109.45	568	64X	133.70	-	96Y	114.95	652
32X	109.50	514	64Y	133.75	-	97X	115.00	-
32Y	109.55	570	65X	133.80	-	97Y	115.05	654
33X	109.60	-	65Y	133.85	-	98X	115.10	-
33Y	109.65	572	66X	133.90	-	98Y	115.15	656
34X	109.70	516	66Y	133.95	-	99X	115.20	-
34Y	109.75	574	67X	134.00	-	99Y	115.25	658
35X	109.80	-	67Y	134.05	-	100X	115.30	-
35Y	109.85	576	68X	134.10	-	100Y	115.35	660
36X	109.90	518	68Y	134.15	-	101X	115.40	-
36Y	109.95	578	69X	134.20	-	101Y	115.45	662
37X	110.00	-	69Y	134.25	-	102X	115.50	-
37Y	110.05	580	70X	112.30	-	102Y	115.55	664
38X	110.10	520	70Y	112.35	-	103X	115.60	-
38Y	110.15	582	71X	112.40	-	103Y	115.65	666
39X	110.20	-	71Y	112.45	-	104X	115.70	-
39Y	110.25	584	72X	112.50	-	104Y	115.75	668
40X	110.30	522	72Y	112.55	-	105X	115.80	-
40Y	110.35	586	73X	112.60	-	105Y	115.85	670
41X	110.40	-	73Y	112.65	-	106X	115.90	-
41Y	110.45	588	74X	112.70	-	106Y	115.95	672
42X	110.50	524	74Y	112.75	-	107X	116.00	-
42Y	110.55	590	75X	112.80	-	107Y	116.05	674
43X	110.60	-	75Y	112.85	-	108X	116.10	-
43Y	110.65	592	76X	112.90	-	108Y	116.15	676
44X	110.70	526	76Y	112.95	-	109X	116.20	-
44Y	110.75	594	77X	113.00	-	109Y	116.25	678
45X	110.80	-	77Y	113.05	-	110X	116.30	-
45Y	110.85	596	78X	113.10	-	110Y	116.35	680
46X	110.90	528	78Y	113.15	-	111X	116.40	-
46Y	110.95	598	79X	113.20	-	111Y	116.45	682
47X	111.00	-	79Y	113.25	-	112X	116.50	-
47Y	111.05	600	80X	113.30	-	112Y	116.55	684
48X	111.10	530	80Y	113.35	620	113X	116.60	-
48Y	111.15	602	81X	113.40	-	113Y	116.65	686
49X	111.20	-	81Y	113.45	622	114X	116.70	-
49Y	111.25	604	82X	113.50	-	114Y	116.75	688
50X	111.30	532	82Y	113.55	624	115X	116.80	-
50Y	111.35	606	83X	113.60	-	115Y	116.85	690
51X	111.40	-	83Y	113.65	626	116X	116.90	-
51Y	111.45	608	84X	113.70	-	116Y	116.95	692
52X	111.50	534	84Y	113.75	628	117X	117.00	-
52Y	111.55	610	85X	113.80	-	117Y	117.05	694
53X	111.60	-	85Y	113.85	630	118X	117.10	-
53Y	111.65	612	86X	113.90	-	118Y	117.15	696
54X	111.70	536	86Y	113.95	632	119X	117.20	-
54Y	111.75	614	87X	114.00	-	119Y	117.25	698
55X	111.80	-	87Y	114.05	634	120X	117.30	-
55Y	111.85	616	88X	114.10	-	120Y	117.35	-
56X	111.90	538	88Y	114.15	636	121X	117.40	-
56Y	111.95	618	89X	114.20	-	121Y	117.45	-
57X	112.00	-	89Y	114.25	638	122X	117.50	-
57Y	112.05	-	90X	114.30	-	122Y	117.55	-
58X	112.10	-	90Y	114.35	640	123X	117.60	-
58Y	112.15	-	91X	114.40	-	123Y	117.65	-
59X	112.20	-	91Y	114.45	642	124X	117.70	-
59Y	112.25	-	92X	114.50	-	124Y	117.75	-
60X	133.30	-	92Y	114.55	644	125X	117.80	-
60Y	133.35	-	93X	114.60	-	125Y	117.85	-
61X	133.40	-	93Y	114.65	646	126X	117.90	-
61Y	133.45	-	94X	114.70	-	126Y	117.95	-
62X	133.50	-	94Y	114.75	648			
62Y	133.55	-	95X	114.80	-			

35 COMM/NAV/WEATHER REMARKS:

These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

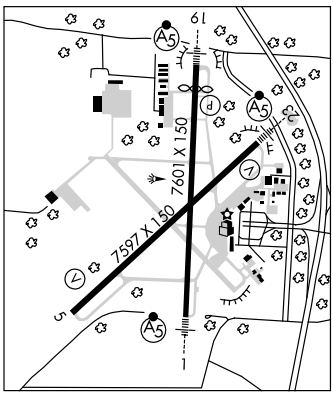
ADA (ØD7) 1 NW UTC−5(−4DT) N40°47.44′ W83°49.75′ **DETROIT**
949 NOTAM FILE DAY
RWY 09–27: 1955X110 (TURF)
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Ultralight activity on and invof arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8

AIRBO N39°29.58′ W83°44.29′ NOTAM FILE ILN. **CINCINNATI**
NDB (MHW/LOM) 407 IL 217° 4.6 NM to Airborne Airpark. Unmonitored. Sat–Sun 2300–1100Z‡ and Sun 2300 til Mon 1200Z‡. **L–27E**

AIRBORNE AIRPARK (See WILMINGTON)

AKRON

AKRON–CANTON RGNL (CAK) 10 SE UTC−5(−4DT) N40°54.97′ W81°26.53′ **DETROIT**
1228 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA Class I, ARFF Index B NOTAM FILE CAK **H–10G, L–29B**
RWY 01–19: H7601X150 (ASPH–GRVD) S–120, D–160, 2S–175, 2D–250 HIRL **IAP, AD**
RWY 01: MALSR.
RWY 19: MALSR. PAPI(P4L)—GA 3.0° TCH 53′. Thld dsplcd 599′.
RWY 05–23: H7597X150 (ASPH–GRVD) S–120, D–160, 2S–175, 2D–230 HIRL 0.5% up NE
RWY 05: REIL. VASI(V4L)—GA 3.0° TCH 40′.
RWY 23: MALSR. VASI(V4L)—GA 3.0° TCH 48′. Trees.

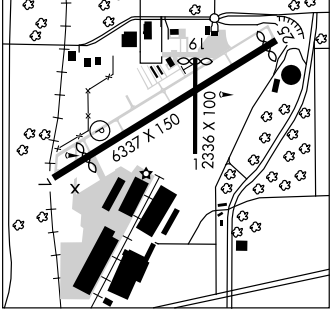


LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	01–19	4300
RWY 19	05–23	3100

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–7600 TODA–7600 ASDA–7000 LDA–7000
RWY 19: TORA–7600 TODA–7600 ASDA–7600 LDA–7000
AIRPORT REMARKS: Attended continuously. Rwy 05–23 southwest 1000′ CLOSED indef. Air carrier acft taxiing on jet tech ramp and north hangar areas not visible from twr. Deer and birds on and invof arpt. One hr PPR for unscheduled air carrier ops with more than 9 passenger seats call airport manager 216–499–4059. ARFF svc not avbl 0500–1100Z‡ except one hr PPR; call arpt manager. Rwy 01 runway visual range touchdown avbl. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: ASOS (330) 966–9545.
COMMUNICATIONS: ATIS 121.05 **UNICOM** 122.95
RCO 122.1R 114.4T (CLEVELAND RADIO)
Ⓡ **APP/DEP CON** 125.5 (007°–186°) 118.6 (187°–006°) 126.4 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
TOWER 118.3 **GND CON** 121.7 **CLNC DEL** 132.05
AIRSPACE: CLASS C svc 1100–0500Z‡ ctc **APP CON** other times CLASS D.
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
(L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 228° 15.9 NM to fld. 1194/4W.
ILS 109.5 I–CAK Rwy 01. Class IA.
ILS 108.3 I–GGZ Rwy 23. Class IE. Glide slope unusable for coupled apchs below 1574′.
ILS 109.5 I–RGO Rwy 19. Class IE.
ASR

AKRON FULTON INTL (AKR) 0 S UTC−5(−4DT) N41°02.25′ W81°28.02′ **DETROIT**
1067 B **FUEL** 100LL, JET A AOE NOTAM FILE AKR **H–10G, L–30G**
RWY 07–25: H6337X150 (ASPH) S–75, D–100, 2S–127, 2D–160 HIRL **IAP, AD**
RWY 07: REIL. PAPI(P4L)—GA 3.6° TCH 45′. Thld dsplcd 760′. Railroad.
RWY 25: REIL. Thld dsplcd 262′. Trees.
RWY 01–19: H2336X100 (ASPH) S–30 MIRL
RWY 01: Brush. **RWY 19:** Thld dsplcd 190′.
AIRPORT REMARKS: Attended 1100—0300Z‡. Deer on and invof rwys and twys. PPR for svc after hrs call arpt manager 330–864–2366. Rwy 07 REIL OTS indef. ACTIVATE MIRL Rwy 01–19, HIRL Rwy 07–25, and REIL Rwys 07 and 25—CTAF. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS 126.825 (330) 724–4237.
COMMUNICATIONS: CTAF/UNICOM 123.075
RCO 122.1R 114.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)
CLNC DEL 121.6
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡.)
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
(L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 255° 12.8 NM to fld. 1194/4W.
NDB (MHW/LOM) 362 AK N41°04.19′ W81°23.25′ 249° 4.1 NM to fld. NOTAM FILE CLE.
ILS/DME 110.9 I–AKR Chan 046 Rwy 25 LOM AKRON NDB. LOC only. DME unusable byd 25° left of course. Unmonitored when twr clsd.



MAYFIELD (1D4) 5 SE UTC−5(−4DT) N40°59.55′ W81°25.91′ **DETROIT**
1100 TPA—2800(1700) NOTAM FILE CLE
RWY 09–27: 2315X110 (TURF)
RWY 09: Thld dsplcd 180′. Trees. **RWY 27:** Thld dsplcd 590′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Rwy 09–27 marked with tires. Dsplcd thld marked with yellow tires.
COMMUNICATIONS: CTAF 122.9

OLD PORTAGE HELIPORT (4P2) 4 NW UTC−5(−4DT) N41°08.27′ W81°32.95′ **DETROIT**
760 NOTAM FILE CLE
HELIPAD H1: 100X100 (TURF)
HELIPORT REMARKS: Unattended. Helipad H1 +82′ to +46′ tree along with +17′ building and +30′ p–line near pad.
COMMUNICATIONS: CTAF 122.9

SCHMELTZER HELIPORT (6D5) 7 NW UTC−5(−4DT) N41°08.84′ W81°39.62′ **DETROIT**
992 NOTAM FILE CLE
HELIPAD H1: 50X50 (TURF)
HELIPORT REMARKS: Attended irregularly. Helipad H1 +83′ trees 75′ east and south of pad.
COMMUNICATIONS: CTAF 122.9

ALBANY (See ATHENS/ALBANY)

ALDERMAN (See ST CLAIRSVILLE)

ALEXANDER SALAMON (See WEST UNION)

ALLEN CO N40°42.43′ W83°58.09′ NOTAM FILE DAY. DETROIT
(T) VOR 108.4 AOH 274° 2.7 NM to Lima Allen Co. **ASOS.** L–23C
VOR portion unusable 091°–109° byd 20 NM.
RCO 122.1R 108.4T (DAYTON RADIO)

ALLIANCE

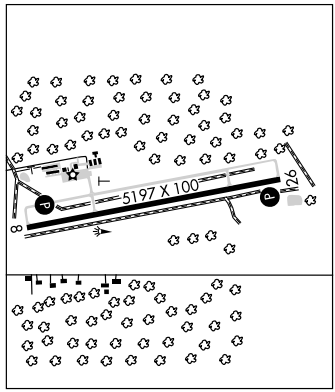
BARBER (2D1) 3 N UTC−5(−4DT) N40°58.25′ W81°05.99′ DETROIT
1062 S4 **FUEL** 100LL NOTAM FILE CLE
RWY 18–36: 3500X80 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
RWY 09–27: 2088X130 (TURF)
RWY 09: P–line. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt CLOSED Mon except with PPR. Parachute ops within 5 NM, sfc to 18,000′ MSL, check Akron–Canton Rgnl apch. Parachute Jumping. Aerobatic practice area within 1 NM, surface–5000′ MSL, hrs irregular, check NOTAMS. CAUTION: Occasional ground level aerobatic practice. CAUTION when rwys are wet. Use care—model acft in area. Rwy 09–27 NSTD lgts not for public use. PPR for ngt and winter ops call arpt manager 330–823–0652/or cell phone 330–495–5447. Rwy 09–27 and Rwy 18–36 marked with cones.
COMMUNICATIONS: CTAF 122.9

MILLER (4G3) 5 NE UTC−5(−4DT) N40°58.91′ W81°02.53′ DETROIT
1070 B **FUEL** 100LL NOTAM FILE CLE L–30G
RWY 09–27: H2912X50 (ASPH) S–9 LIRL 0.4% up E. IAP
RWY 09: REIL.Thld dsplcd 180′. Trees. **RWY 27:** REIL. Thld dsplcd 288′. Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy 09 thld dspld 175′ for ngt ops only. ACTIVATE LIRL Rwy 09–27 and bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N42°06.47′ W81°12.09′ 140° 10.5 NM to fld. 1194/4W.

APPLETON N40°09.06′ W82°35.30′ NOTAM FILE DAY. DETROIT
(H) VORTAC 116.7 APE Chan 114 148° 9.6 NM to Newark–Heath. 1350/6W. **HIWAS.** H–10G, L–29A
VOR portion unusable 360°–080°.
RCO 122.1R 116.7T (DAYTON RADIO)

ASHLAND CO (3G4) 3 NE UTC−5(−4DT) N40°54.18′ W82°15.34′ DETROIT
1206 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE L–29A
RWY 01–19: H3502X75 (ASPH) MIRL 0.5% up S. IAP
RWY 01: REIL. PAPI(P4L). Trees. **RWY 19:** REIL. VASI(V2L). Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Occasional deer on and invof arpt. Rwy 19 REIL OTS indef. Rwy 19 VASI OTS indef. ACTIVATE MIRL Rwy 01–19; REIL Rwy 01 and Rwy 19, PAPI Rwy 01 and VASI Rwy 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 085° 15.4 NM to fld. 1210/3W.
NDB (MHW) 329 AAU N40°57.80′ W82°15.20′ 189° 3.6 NM to fld. NOTAM FILE CLE. NDB unmonitored ngts indef.

ASHTABULA CO (HZY) 8 SE UTC−5(−4DT) N41°46.68′ W80°41.73′ **DETROIT**
924 B S3 **FUEL** 100LL, JET A1+ NOTAM FILE HZY **H–10G, L–30G**
RWY 08–26: H5197X100 (ASPH) S–40, D–53 MIRL 0.3% up E **IAP**
RWY 08: REIL. PAPI(P4L)—GA3.0° TCH 27′. Trees.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Unattended New Years Day and Christmas Day. 24 hr credit card self service 100LL Fuel. ACTIVATE MIRL Rwy 08–26, PAPI Rwy 08 and Rwy 26 and REIL Rwy 08 and Rwy 26—123.3.
WEATHER DATA SOURCES: ASOS 118.325 (440) 576–6907.
COMMUNICATIONS: CTAF/UNICOM 122.8
JEFFERSON RCO 122.1R 115.2T (CLEVELAND RADIO)
ERIE APP/DEP CON 121.0 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
GCO 121.725 (ERIE CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
JEFFERSON (L) VOR/DME 115.2 JFN Chan 99 N41°45.61′ W80°44.89′ 070° 2.6 NM to fld. 900/5W.
COMM/NAV/WEATHER REMARKS: GCO avbl on freq 121.725 ERI CLNC DEL. Click 4 times for ERI tower and 6 times for Cleveland RADIO. GCO OTS indef.



ATHENS–ALBANY N39°12.66′ W82°13.89′ **CINCINNATI**
RCO 122.25 (DAYTON RADIO) **L–29B**

ATHENS/ALBANY

OHIO UNIVERSITY SNYDER FLD (UNI) 10 SW UTC−5(−4DT) N39°12.71′ W82°13.76′ **CINCINNATI**
766 B S4 **FUEL** 100LL, JET A OX 1 TPA (See remarks) NOTAM FILE DAY **H–10G, L–29B**
RWY 07–25: H5600X100 (ASPH) S–30 MIRL **IAP**
RWY 07: REIL. PAPI(P4R)—GA 3.0° TCH 25′. Thld dsplcd 900′. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
AIRPORT REMARKS: Attended continuously. Deer and waterfowl invof arpt. TPA—turbine acft (except helicopters) 2300(1534), multiengine reciprocating 2000(1234), all others 1800(1034), Rwy 07–25 left traffic only. Extensive flight training, make every effort to observe traffic pattern altitudes. Avoid overflight of noise sensitive areas, church 1.8 mi NW of Rwy 25 end and village of Albany 2 mi E of apch end Rwy 25. Rwy 07 REILS located 949′ from rwy end. ACTIVATE MIRL Rwy 07–25 and REIL Rwy 07 and Rwy 25–CTAF. PAPI Rwy 07 and Rwy 25 opr 24 hrs.
WEATHER DATA SOURCES: AWOS–3 128.325 (740) 597–2687 TF 1–888–682–4799.
COMMUNICATIONS: CTAF/UNICOM 123.075
ATHENS–ALBANY RCO 122.25 (DAYTON RADIO)
Ⓡ **HUNTINGTON APP/DEP CON** 120.95 **CLNC DEL** 120.95
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 344° 29 NM to fld. 880/3W.
UNIVERSITY NDB (MHW) 250 UGS N39°15.44′ W82°07.56′ 247° 5.5 NM to fld. NOTAM FILE DAY.
ILS 108.75 I–UNI Rwy 25. Class IB. LOC unusable inside .5 NM.

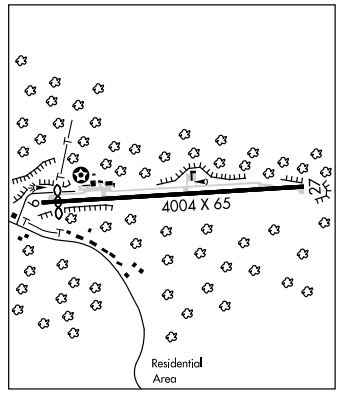
BALTIMORE

MILLER FARM LANDING STRIP (7B4) 3 NE UTC−5(−4DT) N39°53.07′ W82°35.34′ **CINCINNATI**
930 S4 NOTAM FILE DAY
RWY 09–27: 3250X50 (TURF) LIRL (NSTD)
RWY 09: Thld dsplcd 270′. Trees. **RWY 27:** Thld dsplcd 275′. Trees.
AIRPORT REMARKS: Attended continuously. For rwy lgts call 614–862–6053. No student ops, no touch and go. Rwy 09–27 NSTD LIRL; rwy ends lgtd with 360° red lgts and dsplcd thlds lgtd with 1 360° green lgt each side of rwy.
COMMUNICATIONS: CTAF 122.9

BANNOCK HELIPORT (2D6) 0 N UTC−5(−4DT) N40°06.42′ W80°58.52′ **DETROIT**
1100 NOTAM FILE CLE
HELIPAD H1: H20X20 (CONC)
HELIPAD H1: Antenna.
HELIPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. Helipad H1 NSTD markings.
COMMUNICATIONS: CTAF 122.9

BARBER (See ALLIANCE)

BARNESVILLE–BRADFIELD (6G5) 1 NW UTC−5(−4DT) N40°00.15′ W81°11.51′ **DETROIT**
1312 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE **L–29B**
RWY 09–27: H4004X65 (ASPH) S–30 MIRL **IAP**
RWY 09: Thld dsplcd 299′. Road. **RWY 27:** REIL. Trees.
AIRPORT REMARKS: Attended dalgt hrs. Deer and other wildlife on and invof arpt. ACTIVATE rotating bcn, MIRL Rwy 09–27 and REIL Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
CLEVELAND CENTER APP/DEP CON 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 274° 17.3 NM to fld. 1290/7W.



BATAVIA

CLERMONT CO (I69) 2 W UTC−5(−4DT) N39°04.70′ W84°12.61′ **CINCINNATI**
843 B S4 **FUEL** 100LL, JET A TPA—1843(1000) NOTAM FILE DAY **L–27E**
RWY 04–22: H3566X75 (ASPH) MIRL 0.9% up SW **IAP**
RWY 04: REIL. PAPI(P2L)—GA 4.0°. Thld dsplcd 396′. Road.
RWY 22: REIL(NSTD). PAPI(P2L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended Mon–Thu 1400Z‡–dusk, Fri–Sat 1400–2200Z‡, Sun 1600Z‡–dusk. Deer and other animals on and invof arpt. ACTIVATE MIRL Rwy 04–22, PAPI and REIL Rwy 04 and Rwy 22—CTAF. Taxi on hard surface only.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 124.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
FALMOUTH, KY (H) VOR/DME 117.0 FLM Chan 117 N38°38.97′ W84°18.64′ 014° 26.1 NM to fld. 810/4W.
SPORTYS NDB (MHW) 245 PWF N39°04.06′ W84°12.92′ at fld. NOTAM FILE DAY.
NDB unusable byd 15 NM.

BEACH CITY (2D7) 1 E UTC−5(−4DT) N40°38.80′ W81°33.37′ **DETROIT**
984 B TPA—1800(816) NOTAM FILE CLE **L–29B**
RWY 10–28: 3175X115 (TURF) LIRL (NSTD) 0.5% up E **IAP**
RWY 10: REIL. VASI(V2L). Thld dsplcd 425′. P–line. **RWY 28:** REIL. VASI(V2R). Thld dsplcd 734′. P–line.
AIRPORT REMARKS: Attended irregularly. No ultralight acft 1 NM radius. Rwy 10–28 NSTD LIRL; dsplcd thlds unlighted. ACTIVATE NSTD LIRL Rwy 10–28, Rwy 10 REIL and REIL Rwy 28, and rotating bcn—122.85. Rwy 10–28 dsplcd thld marked with thld lgts on 1′ day glo red containers. Rwy 10–28 numbers incorrect.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 359° 25.3 NM to fld. 1180/7W. **HIWAS.**

BELLAIRE N40°01.02′ W80°49.04′ NOTAM FILE CLE. **DETROIT**
(H) VOR/DME 117.1 AIR Chan 118 274° 17.3 NM to Barnesville—Bradfield. 1290/7W. **H–10G, L–29B**
VOR portion unusable 329°–349° below 6000′.
RCO 122.1R 117.1T (CLEVELAND RADIO)

BELLEFONTAINE RGNL (EDJ) 3 W UTC−5(−4DT) N40°22.34′ W83°49.16′ **DETROIT**
1122 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–27E**
RWY 07–25: H4999X100 (ASPH) MIRL 0.4% up NE **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 40′. P–line. **RWY 25:** REIL. PAPI(P4L)—GA 4.0° TCH 57′. Fence.
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–dusk, Sat–Sun 1300–2200Z‡. ACTIVATE MIRL Rwy 07–25, PAPI Rwys 07, 25 and REIL Rwys 07 and 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (937) 599–4654.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 069° 11.5 NM to fld. 1080/5W.
NDB (MHW) 242 EDJ N40°22.26′ W83°48.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: AWOS–3 visibility and precipitation unreliable.

BENTON RIDGE N41°01.27′ W83°40.15′ NOTAM FILE FDY. **DETROIT**
NDB (MHW) 334 BNR at Findlay. Unmonitored. **L–28J**

BLOOM (See JAMESTOWN)

BLUFFTON (5G7) 1 SE UTC−5(−4DT) N40°53.13′ W83°52.12′ **DETROIT**
851 B S3 **FUEL** 100LL, JET A TPA—1851(1000) NOTAM FILE CLE **L–27E**
RWY 05–23: H4126X75 (ASPH) S–12.5 MIRL **IAP**
RWY 05: Trees. **RWY 23:** REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. PAEW 1300–2200Z‡ Mon–Fri. Twy marked with reflectors. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 23 REIL Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 233° 6.6 NM to fld. 820/2W.
COMM/NAV/WEATHER REMARKS: Unicom monitored irregularly.

BOLTON FLD (See COLUMBUS)

BORDNER (See BOWLING GREEN)

BOUTN N39°49.16′ W83°12.29′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW/LOM) 230 BU 038° 5.8 NM to Bolton Fld. Unmonitored when twr clsd. **L–29A**
NDB unusable 355°–010° beyond 15 NM.

BOWLING GREEN

BORDNER (3D8) 4 SW UTC−5(−4DT) N41°20.16′ W83°43.39′ **DETROIT**
690 NOTAM FILE CLE
RWY 09–27: 2703X30 (TURF) S–5 LIRL
RWY 09: P–line. Rgt tfc. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Arpt CLOSED indef. For LIRL Rwy 09–27 call 419–352–5200.
COMMUNICATIONS: CTAF 122.9

WOOD CO (1GØ) 1 NE UTC−5(−4DT) N41°23.46′ W83°37.81′ **DETROIT**
673 B **FUEL** 100LL, JET A TPA—1700(1027) NOTAM FILE CLE **L–28J**
RWY 10–28: H4199X75 (ASPH) MIRL **IAP**
RWY 10: REIL. PAPI(P4L). **RWY 28:** REIL. PAPI(P4L). Rgt tfc.
RWY 18–36: H2628X50 (ASPH) MIRL
RWY 18: REIL. PAPI(P4L). **RWY 36:** Thld dsplcd 57′. Road. Rgt tfc.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0000Z‡. Flocks of geese on and invof arpt during fall and winter. 160′ AGL stadium lgts .6 NM SE of arpt. Rwy 28 is the calm wind rwy. Rwy 10 REIL OTS indef. Rwy 10 VASI OTS indef. ACTIVATE MIRL Rwy 10–28 and Rwy 18–36; REIL Rwy 10, Rwy 18, and Rwy 28 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.725 (419) 354–1415.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 176° 3.7 NM to fld. 660/2W.

BRACEVILLE (See NEWTON FALLS)

BRIGGS N40°44.44′ W81°25.93′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 112.4 BSV Chan 71 182° 16.2 NM to Harry Clever Fld. 1230/4W. H–10G, L–29B
RCO 122.1R 112.4T (CLEVELAND RADIO)

BROOKVILLE AIR–PARK (I62) 2 NW UTC−5(−4DT) N39°51.75′ W84°26.00′ CINCINNATI
1037 S4 **FUEL** 100LL NOTAM FILE DAY
RWY 09–27: H2500X30 (ASPH) LIRL
RWY 09: Road. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dark. Deer on and invof arpt. 100LL fuel avbl 24 hrs with credit card. Rwy 09–27—weathered, loose aggregate, broken pavement. ACTIVATE LIRL Rwy 09–27—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
DAYTON APP/DEP CON 134.45 (181°–359°)

BROWN CO (See GEORGETOWN)

BRUNY N39°50.82′ W84°20.09′ NOTAM FILE DAY. CINCINNATI
NDB (LOM) 315 AT 062° 6.3 NM to fld. James M Cox Dayton Intl.

BRYAN N41°28.79′ W84°27.96′ NOTAM FILE CLE. DETROIT
NDB (MHW) 260 BYN 252° 2 NM to Williams Co. L–28J

BRYAN

WILLIAMS CO (ØG6) 2 E UTC−5(−4DT) N41°28.04′ W84°30.41′ DETROIT
730 B **FUEL** 100LL, JET A NOTAM FILE CLE L–28J
RWY 07–25: H4781X75 (ASPH) S–30 LIRL IAP
RWY 07: REIL. SAVASI(S2L). Thld dsplcd 296′. Trees. **RWY 25:** REIL. Thld dsplcd 629′. Road.
AIRPORT REMARKS: Attended Apr–Nov 1300–2330Z‡, Dec–Mar 1300–2230Z‡. Occasional deer on and invof arpt. Rwy 07 VASI OTS indef. ACTIVATE REIL Rwy 07–25—123.0.
COMMUNICATIONS: CTAF/UNICOM 122.8
LITCHFIELD RCO 122.1R 111.2T (LANSING RADIO)
® **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
LITCHFIELD (L) VOR/DME 111.2 LFD Chan 49 N42°03.75′ W84°45.91′ 167° 37.5 NM to fld. 1040/05W.
BRYAN NDB (MHW) 260 BYN N41°28.79′ W84°27.96′ 252° 2 NM to fld. NOTAM FILE CLE.

BUCKEYE N40°37.00′ W83°03.83′ NOTAM FILE MNN. DETROIT
(T) VORW 109.8 BUD at Marion Muni. L–29A

BUCYRUS

PORT BUCYRUS–CRAWFORD CO (17G) 1 S UTC−5(−4DT) N40°46.89′ W82°58.49′ **DETROIT**

1003 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29A**

RWY 04–22: H3895X75 (ASPH) S–17.1, D–35 MIRL **IAP**

RWY 04: REIL. PAPI(P4L). Thld dsplcd 277′. Trees.

RWY 22: REIL. SAVASI(S2L). Road.

RWY 09–27: 2900X75 (TURF) 0.4% up E

RWY 09: Pole. **RWY 27:** Tree.

AIRPORT REMARKS: Attended Apr–Oct 1300–2300Z‡, Nov–Mar 1300–2200Z‡.

WEATHER DATA SOURCES: AWOS–3 126.625 (419) 562–0297.

COMMUNICATIONS: CTAF/UNICOM 122.8

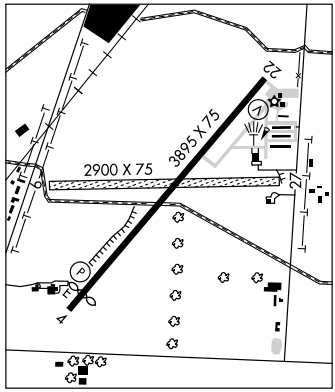
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 257° 18.3 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.83′ 027° 10.7 NM to fld. NOTAM FILE MNN.



BURKE LAKEFRONT (See CLEVELAND)

BUTLER CO RGNL (See HAMILTON)

CADIZ N40°14.20′ W81°00.79′ NOTAM FILE CLE. **DETROIT**

NDB (MHW) 239 CFX at Harrison Co. Unmonitored. VFR only. Out of svc indefinitely.

CADIZ

HARRISON CO (8G6) 2 S UTC−5(−4DT) N40°14.30′ W81°00.77′ **DETROIT**

1174 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29B**

RWY 13–31: H3765X75 (ASPH) S–30 MIRL 1.9% up NW **IAP**

RWY 13: PAPI(P2L). Thld dsplcd 876′. Hill.

RWY 31: PAPI(P2L). Thld dsplcd 168′. Tree.

AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 13–31 asphalt poor due to large cracks, vegetation and weathering. Rwy 31 VASI OTS indef. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF. Rotating bcn OTS indef.

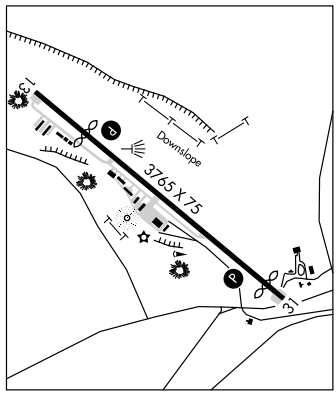
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.

WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.59′ W80°34.12′ 274° 20.5 NM to fld. 1269/07W.

CADIZ NDB (MHW) 239 CFX N40°14.20′ W81°00.79′ at fld. NOTAM FILE CLE. Unmonitored. VFR only. Out of svc indefinitely.



CALDWELL

NOBLE CO (I1Ø) 3 N UTC−5(−4DT) N39°48.06′ W81°32.18′ **CINCINNATI**

879 B **FUEL** 100LL NOTAM FILE CLE **L–29B**

RWY 05–23: H3811X65 (ASPH) S–12.5 MIRL **IAP**

RWY 05: PAPI(P2L). Trees. **RWY 23:** PAPI(P2L). Thld dsplcd 413′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–2100Z‡, Sat–Sun irregularly. For fuel after hrs call 740–525–9901 or 740–581–1167. Model acft activity on arpt–Sundays. ACTIVATE MIRL Rwy 05–23 and rotating bcn—122.7. Red obstruction lgts mark 56′ hill 947′ from AER 23.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 123° 18.5 NM to fld. 900/6W.

CAMBRIDGE

CAMBRIDGE MUNI (CDI) 03 S UTC−5(−4DT) N39°58.50′ W81°34.66′ **CINCINNATI**

799 B S2 **FUEL** 100LL TPA—1799(1000) NOTAM FILE CLE **L–29B**

RWY 04–22: H4298X75 (ASPH) S–18.5 MIRL **IAP**

RWY 04: REIL. VASI(V2L)—GA 3.5°. Thld dsplcd 400′. Pole. **RWY 22:** REIL. VASI(V2L)—GA 3.5°. P–line.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. Sat–Sun 1300–2200Z‡. Geese and deer invof rwy. Rwy 22 REIL OTS indef. Rwy 04 obstn lgtd hills SW of arpt. ACTIVATE MIRL Rwy 04–22; REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.525 (740) 435–0086.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45 (West side ops VOR or GPS A for arrival)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4 (East side ops LOC/DME Rwy 22 for arrival)

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 088° 14.7 NM to fld. 900/6W.

ILS/DME 109.35 I–CZM Chan 30 (Y) Rwy 22. LOC only. DME unmonitored.

SALT FORK LODGE HELIPORT (Ø8G) 6 NE UTC−5(−4DT) N40°06.66′ W81°31.57′ **DETROIT**

960 NOTAM FILE CLE.

HELIPAD H1: H60X56 (ASPH)

HELIPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CANTON

STARK COUNTY SHERIFF HELIPORT (5D1) 4 E UTC−5(−4DT) N40°50.39′ W81°18.49′ **DETROIT**

1135 NOTAM FILE CLE

HELIPAD H1: H120X75 (ASPH)

HELIPAD H1: Tower.

HELIPORT REMARKS: Attended continuously. Ingress–Egress 270° clockwise 090° from PAD. Helipad H1 marked with 'H'.

COMMUNICATIONS: CTAF 122.9

CARL R KELLER FLD (See PORT CLINTON)

CARROLL CO–TOLSON (See CARROLLTON)

CARROLLTON

CARROLL CO–TOLSON (TSO) 1 SE UTC−5(−4DT) N40°33.71′ W81°04.65′ **DETROIT**

1163 B S4 **FUEL** 100LL, JET A TPA—2013(850) NOTAM FILE CLE **L–29B**

RWY 07–25: H4300X75 (ASPH) MIRL **IAP**

RWY 07: REIL. PAPI(P2L). Tree. **RWY 25:** REIL. PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1100–0000Z‡. 24 hr fuel avbl with credit card. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25 and REIL Rwys 07 and 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.6 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 049° 27.1 NM to fld. 1180/7W.

HIWAS.

PARSONS (5D6) 5 N UTC−5(−4DT) N40°38.89′ W81°04.12′ **DETROIT**

1290 S2 NOTAM FILE CLE

RWY 09–27: 2530X75 (TURF)

RWY 09: Trees. **RWY 27:** Tree.

AIRPORT REMARKS: Attended irregularly. Deer and birds on and invof arpt. Rwy 09–27 slopes up to the W. Rwy soft when wet. No line of sight between rwy ends. Aerobatic practice area 2280′ MSL to 5000′ MSL within 1 mile radius of arpt. Rwy 09 outlined with orange and white barrel halves and yellow tires at rwy end.

COMMUNICATIONS: CTAF 122.9

CASER N39°44.93′ W82°32.12′ NOTAM FILE DAY. **CINCINNATI**

NDB (LOM) 338 LH 280° 5.7 NM to Fairfield Co. Unmonitored.

CELINA

LAKEFIELD (CQA) 6 SE UTC−5(−4DT) N40°29.06′ W84°33.49′ **DETROIT**

894 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–27E**

RWY 08–26: H4400X75 (ASPH) S–30 MIRL **IAP**

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 20′. P–line. **RWY 26:** REIL. PAPI (P4L)—GA 3.0° TCH 29′. Tree.

AIRPORT REMARKS: Attended 1330Z‡–dusk. 100LL fuel 24 hr with credit card self svc. After hrs call ahead for Jet A service. Parachute Jumping. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08–26—123.3.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 302° 26.4 NM to fld. 1080/5W.

NDB (MHW) 205 CQA N40°28.92′ W84°33.86′ on fld.

CHARDON N41°31.02′ W81°09.79′ NOTAM FILE CLE. **DETROIT**

(H) VOR/DME 112.7 CXR Chan 74 137° 6.1 NM to Geauga Co. 1310/5W. **H–10G, L–30G**

VOR portion unusable

357°–073° byd 10 NM blo 11,000′

074°–084° byd 10 NM blo 3,300′

085°–099° byd 10 NM blo 11,000′

104°–180° byd 10 NM 6000′

RCO 122.1R 112.7T (CLEVELAND RADIO)

CHESAPEAKE/HUNTINGTON W VA

LAWRENCE CO AIRPARK (HTW) 2 W UTC−5(−4DT) N38°25.15′ W82°29.66′ **CINCINNATI**

568 B **FUEL** 100LL NOTAM FILE DAY **L–26H**

RWY 08–26: H3001X70 (ASPH) MIRL (NSTD)

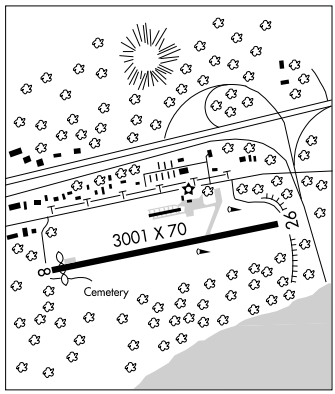
RWY 08: Thld dsplcd 173′. Trees. **RWY 26:** Trees.

AIRPORT REMARKS: Attended Oct–Apr 1400Z‡–dusk, May–Sep 1300Z‡–dusk. Parachute Jumping. Rwy 08–26 has many cracks, exhibits foreign object damage. Rwy 08–26 NSTD MIRL 70′ from rwy edges; Rwy 08 relocated thld 28′ at ngt; 2973′ lgtd at ngt.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 125° 26.5 NM to fld. 1040/5W.



CHILLICOTHE

ROSS CO (RZT) 6 NW UTC−5(−4DT) N39°26.43′ W83°01.38′ **CINCINNATI**

725 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **H–10G, L–29A**

RWY 05–23: H5404X100 (ASPH) S–30, D–60 MIRL 0.4% up SW **IAP**

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree. **RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

RWY 12–30: 3130X125 (TURF)

RWY 12: Thld dsplcd 330′. P–line. **RWY 30:** Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 12–30 CLOSED indef. Avionics Shop on fld. MIRL Rwy 05–23 preset on low ints; to increase ints and ACTIVATE PAPI and REIL Rwys 05 and 23—123.0. Rwy 05–23 555′ SW end marked with Chevrons is unusable.

WEATHER DATA SOURCES: AWOS–3 119.225 (740) 779–1364. SAWRS

COMMUNICATIONS: CTAF/UNICOM 122.8

YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 132.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 211° 47.1 NM to fld. 1350/6W.
HIWAS.

YELLOW BUD (T) VOR 112.5 XUB N39°31.61′ W82°58.68′ 207° 5.6 NM to fld.

NDB (MHW) 236 RZT N39°26.29′ W83°01.73′ at fld.
NDB unusable 330°–001° byd 10 NM; 060°–077° byd 10 NM and 200°–230° byd 10 NM.

COMM/NAV/WEATHER REMARKS: SAWRS avbl 1300–2300Z‡ and upon req call (740) 773–4788.

CINCINNATI

CINCINNATI–BLUE ASH (ISZ) 6 NE UTC−5(−4DT) N39°14.80′ W84°23.34′ **CINCINNATI**

856 B S4 **FUEL** 100LL, JET A1+ OX 3 NOTAM FILE DAY **L–27E**

RWY 06–24: H3499X75 (ASPH) S–12.5 MIRL 0.7% up SW **IAP**

RWY 06: REIL. VASI(V2L)—GA 4.0° TCH 20′. Trees.

RWY 24: REIL. VASI(V2L)—GA 4.0° TCH 20′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Apr–Nov 1200Z‡–dusk, Dec–Mar 1300Z‡–dusk. Deer and wildlife on and invof arpt. Noise abatement procedures departing Rwy 24; turn rgt heading 270° after tkf, departing Rwy 06 turn left 360° after tkf. Rwy 06 REIL OTS indef. MIRL Rwy 06–24 preset on low ints dusk–dawn; to increase ints and ACTIVATE twy lgts and wind indicator and REIL Rwy 06 and 24—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.475 (513) 794-1520.

COMMUNICATIONS: CTAF/UNICOM 123.0

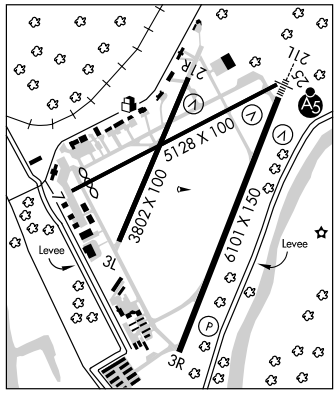
Ⓡ **APP/DEP CON** 121.0 **CLNC DEL** 124.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.

(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 051° 20.2 NM to fld. 879/04W.

NDB (MHW) 388 ISZ N39°14.93′ W84°23.38′ at fld. NOTAM FILE DAY. NDB OTS indef.

CINCINNATI MUNI ARPT LUNKEN FLD (LUK) 3 SE UTC−5(−4DT) **CINCINNATI**
N39°06.20′ W84°25.12′ **H–10G, L–27E**
483 B S4 **FUEL** 100LL, JET A+ OX 1 LRA Class IV, ARFF Index A NOTAM FILE LUK **IAP, AD**



RWY 03R–21L: H6101X150 (ASPH–GRVD) S–60, D–70, 2S–88, 2D–140 HIRL
RWY 03R: REIL. PAPI(P4R). Tree.
RWY 21L: MALSR. VASI(V4L)—GA 3.0° TCH 38′. Trees.
RWY 07–25: H5128X100 (ASPH–GRVD) S–11, D–20, 2D–55 MIRL
RWY 07: Thld dsplcd 439′. Tree.
RWY 25: VASI(V4L)—GA 3.0° TCH 39′. Trees.
RWY 03L–21R: H3802X100 (ASPH) S–11 MIRL
RWY 03L: Trees. **RWY 21R:** VASI(V4L)—GA 4.0 TCH 46′. Tree.
AIRPORT REMARKS: Attended continuously. Fuel JET A+ C513–871–2020. Deer and birds on and invof arpt. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call 513–352–6340. Noise abatement procedures in effect call 513–352–6340. Acft maintenance run–ups restricted between 0200–1200Z‡. Rwy 25 and Rwy 21L apch ends are closely aligned. Rotating bcn located 1.7 NM east of the center of Lunken arpt. Verify correct rwy and compass heading prior to departure. Rwys 03L–21R and 07–25 and Twy D not avbl for acft with more than 30 passenger seats. When twr clsd HIRL Rwy 03R–21L preset on med ints; to increase ints and ACTIVATE MALSR Rwy 21L—CTAF. MIRL Rwy 03L–21R and Rwy 07–25 unavbl. Ldg fee. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (513) 321–6291.
COMMUNICATIONS: CTAF 118.7 **ATIS** 120.25 **UNICOM** 122.95
RCO 122.4 (DAYTON RADIO).
Ⓡ **APP/DEP CON** 121.0
LUNKEN TOWER 118.7 133.925 (1200–0400Z‡) **CLNC DEL** 124.9 (use when twr closed)
GND CON/CLNC DEL 121.9
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 072° 14.3 NM to fld. 879/04W.
NDB (MHW) 335 LUK N39°09.58′ W84°20.48′ 231° 4.9 NM to fld. NOTAM FILE LUK. Unmonitored when twr clsd.
MADEIRA NDB (MHW) 379 MDE N39°13.37′ W84°21.32′ 206° 7.7 NM to fld. NOTAM FILE LUK. Unmonitored when twr clsd.
ILS/DME 110.9 I–LUK Chan 46 Rwy 21L. Class IA. LOC BC unusable byd 10 NM and 15° left and right of course. DME unusable byd 5° left and right of BC. DME unusable byd 25° left and right of course.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

CINCINNATI/NORTHERN KENTUCKY INTL (See COVINGTON, KY)

CINCINNATI WEST (See HARRISON)

CIRCLEVILLE N39°31.39′ W82°58.78′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 366 CYO at Pickaway Co Meml. Unmonitored. SHUTDOWN. **L–29A**

CIRCLEVILLE

CLARKS DREAM STRIP (Ø3I) 4 NW UTC−5(−4DT) N39°38.62′ W83°01.05′ **CINCINNATI**
680 NOTAM FILE DAY
RWY 13–31: 2375X90 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Attended dawn–dusk. Parachute jumping. Repairs—part time weekends.
COMMUNICATIONS: CTAF 122.9

PICKAWAY CO MEML (CYO) 5 S UTC−5(−4DT) N39°30.96′ W82°58.93′ **CINCINNATI**
684 B S2 **FUEL** 100LL, JET A ARFF Index Ltd. NOTAM FILE DAY **L–29A**
RWY 01–19: H4351X75 (ASPH) S–30, D–40 MIRL 0.5% up N **IAP**
RWY 01: Trees. **RWY 19:** REIL. PAPI (P4R)—GA 3.0° TCH 27′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–0100Z‡, Sun 1300–2200Z‡. ACTIVATE MIRL Rwy 01–19, PAPI Rwy 19 and REIL Rwy 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 132.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 212° 42.2 NM to fld. 1350/6W. **HIWAS.**
YELLOW BUD (T) VOR 112.5 XUB N39°31.61′ W82°58.68′ at fld.
CIRCLEVILLE NDB (MHW) 366 CYO N39°31.39′ W82°58.78′ at fld. Unmonitored. SHUTDOWN.

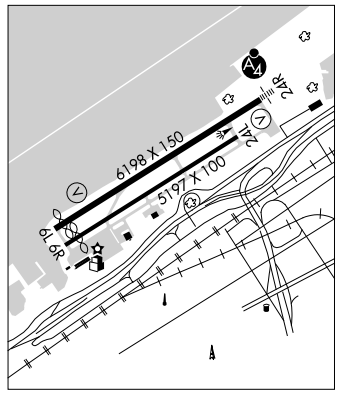
CLARK CO N39°52.42′ W83°46.77′ NOTAM FILE SGH. **CINCINNATI**
NDB (MHW) 341 CCJ 238° 3.4 NM to Springfield–Beckley Muni. Unmonitored. **L–27E**

CLARKS DREAM STRIP (See CIRCLEVILLE)

CLERMONT CO (See BATAVIA)

CLEVELAND

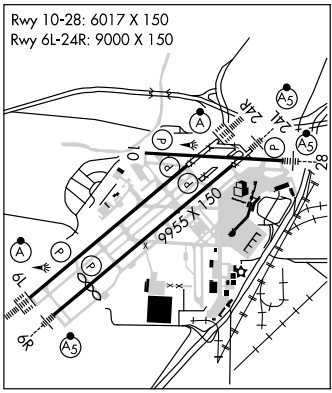
BURKE LAKEFRONT (BKL) .9 N UTC−5(−4DT) N41°31.05′ W81°41.00′ **DETROIT**
583 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA Class IV, ARFF Index A NOTAM FILE BKL **H–10G, L–30G**
RWY 06L–24R: H6198X150 (ASPH–GRVD) S–93, D–113, 2S–144, 2D–170 HIRL **IAP, AD**
RWY 06L: REIL. VASI(V4L)—GA 3.0° TCH 32′. Thld dsplcd 265′.
RWY 24R: MALSF. VASI(V4L)—GA 3.35° TCH 26′. Bldg. Rgt tfc.
RWY 06R–24L: H5197X100 (ASPH–GRVD) S–43, D–50, 2D–82 HIRL
RWY 06R: Thld dsplcd 267′.
RWY 24L: REIL. Antenna. Rgt tfc.



AIRPORT REMARKS: Attended continuously. Rwy 06R–24L CLOSED when twr clsd. Birds and waterfowl on and invof airport. 72′ ship crane 1300′ SW of Rwy 06R. When twr clsd HIRL Rwy 06L–24R preset; To increase ints radio req on UNICOM. ACTIVATE MALSF Rwy 24R—CTAF. PPR for unscheduled air carrier ops with more than 9 passenger seats ctc 216–781–6411. Rwy 06R–24L not authorized for ops involving air carrier acft with more than 9 passenger seats. Rwy 06L–24R and Rwy 06R–24L apch surfaces have navigable waterways creating possible vessel obstruction areas—check local NOTAMS for current activity; vessel height; etc. Twy G east of twy F CLOSED. Rwy 06L VASI unusable byd 8° left and right of centerline. Ldg fee. Fee schedule based on number of engines and gross weight. Flight Notification Service (ADCUS) avbl 24 hrs Mon–Fri reg for svc on Sat; Sun and Holidays must be made prior to 2130Z‡ on Fri; 2 hrs advance notice req call 216–267–3600. Private acft and general aviation only.
WEATHER DATA SOURCES: ASOS 125.25 (ops during twr hrs) (216) 241–6904. LLWAS.
COMMUNICATIONS: CTAF 124.3 **ATIS** 125.25 **UNICOM** 122.95
Ⓡ **CLEVELAND APP/DEP CON** 125.35
LAKEFRONT TOWER 124.3 (Mon 1200Z‡ to Sat 0400Z‡; Sat 1200–0400Z‡, Sun 1300–0500Z‡)
GND CON 121.9
AIRSPACE: CLASS D svc Mon 1200Z‡ to Sat 0400Z‡, Sat 1200–0400Z‡, Sun 1300–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 275° 23.4 NM to fld. 1310/5W.
TABEY NDB (LOM) 248 BF N41°34.15′ W81°34.43′ 245° 5.8 NM to fld. SHUTDOWN.
ILS/DME 109.75 I–BFT Chan 34(Y) Rwy 24R. Class IE. LOM TABEY NDB. LOM SHUTDOWN.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. Clearance delivery provided by Cleveland apch on 121.9 or call 216–898–2077 when Lakefront twr clsd.

CLEVELAND–HOPKINS INTL (CLE) 9 SW UTC−5(−4DT) N41°24.57′ W81°51.30′ **DETROIT**
791 B S4 **FUEL** 100LL, JET A1 + OX 1, 2, 3, 4 AOE Class I, ARFF Index C **H–10G, L–30G**
NOTAM FILE CLE **IAP, AD**

RWY 06R–24L: H9955X150 (CONC–GRVD) S–100, D–185, 2S–175, 2D–340 HIRL CL
RWY 06R: MALSR. TDZL. PAPI (P4L)—GA 3.0° TCH 47′. Thld dsplcd 1926′. Trees.
RWY 24L: MALSR. PAPI (P4R)—GA 3.0° TCH 75′.
RWY 06L–24R: H9000X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL CL
RWY 06L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 55′. Trees.
RWY 24R: ALSF2. TDZL. PAPI (P2R)—GA 3.0° TCH 55′.
RWY 10–28: H6017X150 (ASPH–CONC–GRVD) S–155, D–200, 2S–175, 2D–400 HIRL 0.5% up E.
RWY 10: PAPI(P4L). Road.
RWY 28: REIL. MALSR. PAPI(P4R)—GA 3.0° TCH 42′. Pole.



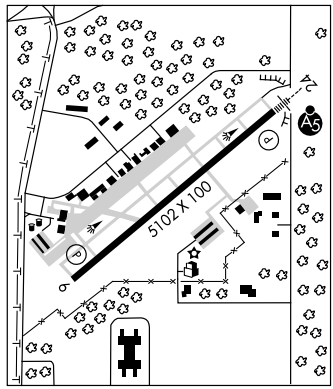
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06R: LDA–8029

AIRPORT REMARKS: Attended continuously. Deer and birds, including waterfowl, on and invof arpt. All apchs are over noise sensitive areas. Arpt late night noise abatement procedures are in effect 0400–1100Z‡. Additional noise abatement procedures are in effect, call arpt manager normal business hrs at 216–265–6090. Twy L2 clsd between Rwy 06R–24L and Twy L: area marked with lgtd barricades and reflectors. The following twys are clsd annually from 15 Oct through 15 Apr to support deicing ops at Cleveland–Hopkins Intl: Twy M, Twy M1 between Twy L and Twy J1, Twy M2 between Twy L and Twy J1, Twy J2 between Twy A and Twy K. Taxilane J south of Twy K restricted to acft with a wingspan of 171′ or less. Pad 2 rstd to Group II acft, less than 79′ wingspan. NASA Glenn Research Center; NASA ramp PPR call 216–433–2020; Mon–Fri 1300–2230Z‡. Contact NASA ops on freq 122.925 within 50 NM. Ldg Fee. Rwys 06L, 24L and 24R runway visual range touchdown, midfield, rollout avbl. Rwy 28 runway visual range touchdown avbl. Flight Notification Service (ADCUS) available Mon–Fri 1200–0200Z‡; Sat–Sun 1400–2200Z‡; all request for svc must be made with the U.S. Customs Svc office lctd at gate A–14 call 216–267–3600 during listed hours. NOTE: All CLE SOIA/PRM users refer to Special Notices Section. NOTE: See Special Notices—ILS Prior (Simultaneous Close Parallel) Procedure For Pilots Filing Flight Plans to Cleveland–Hopkins Intl (CLE). Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (216) 267–9955/9956. TDWR.
COMMUNICATIONS: D–ATIS ARR 127.85 **D–ATIS DEP** 132.375 **UNICOM** 122.95
RCO 122.35 122.2 122.1R 113.6T (CLEVELAND RADIO)
Ⓡ **APP CON** 124.0 (Rwy 06R–24L and Rwy 28) 126.55 and Rwy 28 119.625 (Rwy 06L–24R)
Ⓡ **DEP CON** 118.15 (057°–236°) 128.25 (237°–056°) 125.85
TOWER 120.9 (Rwy 06R–24L and Rwy 10–28) 124.5 135.225 (Rwy 06L–24R)
GND CON 121.7 (Rwy 06R–24L and Rwy 10–28) 133.6 (Rwy 06L–24R)
CLNC DEL 125.05 **PRE–TAXI CLNC** 125.05 **RAMP CTL** 129.17

AIRSPACE: CLASS B: See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 082° 14.2 NM to fld. 780/5W. **HIWAS.**
ILS/DME 109.9 I–HPI Chan 36 Rwy 24L. Class IE.
ILS/DME 111.9 I–CLE Chan 56 Rwy 06R. Class IE.
ILS/DME 110.7 I–PXP Chan 44 Rwy 28. Class IE. Autopilot coupled apch not authorized blow 1080′.
ILS/DME 111.55 I–LIZ Chan 52Y Rwy 06L. CLASS IIIE.
ILS/DME 111.55 I–PVY Chan 52Y Rwy 24R. Class IIIE.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at FSS.

CUYAHOGA CO (CGF) 10 E UTC−5(−4DT) N41°33.91′ W81°29.18′ **DETROIT**
879 B S4 **FUEL** 100LL, JET A, A1+ OX 3 TPA—See Remarks NOTAM FILE CGF **H–10G, L–30G**
RWY 06–24: H5102X100 (ASPH–GRVD) S–43, D–55, 2D–100 HIRL **IAP, AD**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Pole.
RWY 24: MALSR. PAPI(P4L)—GA 3.0°TCH 50′. Trees.



AIRPORT REMARKS: Attended continuously. Rwy 06–24 CLOSED to jet acft with more than 30 passengers. Birds and deer on and invof arpt. Flight training prohibited 0400–1200Z‡. Tower visibility SW reduced within 500′ AER 06. Rwy 24 PAPI unusable byd 7° right of course. HIRL Rwy 06–24 step one OTS indef. TPA–1879 (1000), turbines 2379 (1500). Twy A4 not avbl for air carrier ops with more than 30 passenger seats. When twr clsd ACTIVATE HIRL Rwy 06–24, REIL Rwy 06, MALSR Rwy 24–CTAF. PAPI Rwy 06 and Rwy 24 and windsock operate continuously. Ldg fee. Parking fee for over two hrs.
WEATHER DATA SOURCES: LAWRS.
COMMUNICATIONS: CTAF 118.5 **UNICOM** 122.95
Ⓡ **CLEVELAND APP/DEP CON** 125.35 **CLEVELAND CLNC DEL** 121.85
COUNTY TOWER 118.5 (1200–0400Z‡) **GND CON** 121.85
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 286° 14.9 NM to fld. 1310/5W.
HOGAF NDB (LMM) 521 GF N41°34.45′ W81°28.27′ at fld. NOTAM FILE CGF. SHUTDOWN.
ILS/DME 111.1 I–CGF Chan 48 Rwy 24. Class IB. LOC unusable byd 10 NM blo 3000′. LOC BC unusable byd 10 NM and unusable byd 15°R of course. (BACK) GS unusable for coupled apchs blo 2020′.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. Clnc del provided by Cleveland apch on 121.85 when twr clsd.

CLINTON FLD (See WILMINGTON)

COBBS N39°44.58′ W83°01.22′. NOTAM FILE LCK. **CINCINNATI**
NDB (LOM) 253 DD 050° 6.0 NM to Rickenbacker Intl.

COLUMBIA (See COLUMBIA STATION)

COLUMBIA STATION

COLUMBIA (4G8) 1 NW UTC−5(−4DT) N41°19.13′ W81°57.61′ **DETROIT**
813 **FUEL** 100LL NOTAM FILE CLE **L–30G**
RWY 18R–36L: H3152X40 (ASPH) LIRL (NSTD)
RWY 18R: Thld dsplcd 300′. Trees. **RWY 36L:** Thld dsplcd 209′. Tree.
RWY 18L–36R: 2974X65 (TURF)
RWY 18L: Trees. **RWY 36R:** Tree.
RWY 02–20: 2580X85 (TURF)
RWY 02: Brush. **RWY 20:** Trees.
AIRPORT REMARKS: Attended irregularly. Rwy 02–20 CLOSED indef. Use hard surface rwy when wet. Rwy 02–20 surface rough. Rwy 18L–36R sfc rough, only south one third of rwy mowed. Rwy 18R–36L pavement poor–weathered. ACTIVATE NSTD LIRL Rwy 18R–36L—CTAF. Rwy 18R–36L NSTD LIRL; no thld lgts. Rwy 18R–36L N 300′ and S 200′ unmarked. Rwy 18R NSTD dsplcd thld markings, no arrowheads. Rwy 36L NSTD dsplcd thld markings, no arrowheads.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.49′ W82°09.72′ 109° 9.4 NM to fld. 780/5W. **HIWAS.**

COLUMBIANA CO (See EAST LIVERPOOL)

COLUMBUS N39°59.69′ W82°53.13′ **CINCINNATI**
RCO 122.2 122.3 (DAYTON RADIO) **H–10G, L–29A**

COLUMBUS

BOLTON FLD (TZR) 8 SW UTC−5(−4DT) N39°54.07′ W83°08.22′

CINCINNATI
H–10G, L–29A
IAP, AD

905 B S4 **FUEL** 100LL, JET A1+ OX 3 TPA—1705(800) NOTAM FILE TZR

RWY 04–22: H5500X100 (ASPH) S–48, D–75, 2S–95, 2D–150 MIRL

RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 40′.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Trees.

AIRPORT REMARKS: Attended 1200–0200Z‡. Balloon and banner activity on and invof arpt. Birds and deer and coyote on and invof arpt. When twr clsd MIRL Rwy 04–22 preset medium ints, to increase ints–ACTIVATE MALSR Rwy 04 and REIL Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS–3 135.925 (614) 878–1722. Unavbl 1230–0030Z‡.

COMMUNICATIONS: CTAF 128.1

Ⓡ **COLUMBUS APP/DEP CON** 132.3

TOWER 128.1 (1230–0030Z‡) **GND CON** 121.8

AIRSPACE: CLASS D svc 1230–0030Z‡ other times CLASS G.

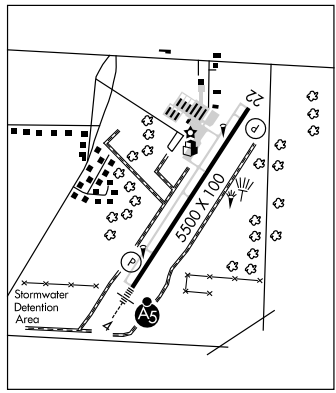
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 246° 29.4 NM to fld. 1350/6W. **HIWAS.**

BOUTN NDB (MHW/LOM) 230 BU N39°49.16′ W83°12.29′ 038° 5.8 NM to fld. Unmonitored when twr clsd. NDB unusable 355°–010° byd 15 NM.

ILS 111.7 I–BUZ Rwy 04 LOM BOUTN NDB. Unmonitored when twr clsd. GS unmonitored when twr clsd. LOC unusable 355°–010° byd 15 NM.

COMM/NAV/WEATHER REMARKS: Emerg frequency not monitored all times. Ctc Gnd Con 121.8 for weather 1230–0030Z‡.



COLUMBUS SOUTHWEST (Ø4I) 11 SW UTC−5(−4DT) N39°54.67′ W83°11.33′

CINCINNATI

920 B NOTAM FILE DAY

RWY 06–24: 2382X120 (TURF) LIRL

RWY 06: Trees. **RWY 24:** Bldg.

AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 06–24 undulating surface; rwy soft when wet; check NOTAMS or call arpt manager at 614–878–4080. Helicopters, acft towing banners and ultralights use rgt tfc. Rwy 06–24 has soft spots. For LIRL Rwy 06–24 and rotating bcn call 614–878–4080. Rwy 06–24 NSTD LIRL; Rwy 06–24 NSTD LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

DARBY DAN (6I6) 10 W UTC−5(−4DT) N39°56.52′ W83°12.29′

CINCINNATI
H–10G, L–29A

928 B **FUEL** 100LL, JET A NOTAM FILE DAY

RWY 09–27: H5892X75 (ASPH) MIRL

RWY 09: REIL. PAPI(P4L). Thld dsplcd 1343′. Tree.

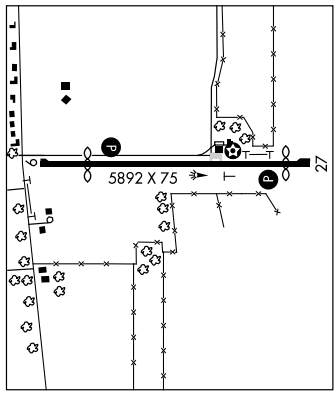
RWY 27: REIL. PAPI(P4L). Thld dsplcd 543′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Prior arrangement for Sat–Sun call 614–853–2400. Rwy 09 PAPI OTS indef. Rwy 27 PAPI OTS indef. ACTIVATE MIRL Rwy 09–27; rotating bcn; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF. Rwy 09 and Rwy 27 REILS OTS indef. Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 252° 31.1 NM to fld. 1350/6W. **HIWAS.**



DEPARTMENT OF TRANSPORTATION HELIPORT (2A7) 0 W UTC−5(−4DT)

CINCINNATI

N39°57.59′ W83°02.65′

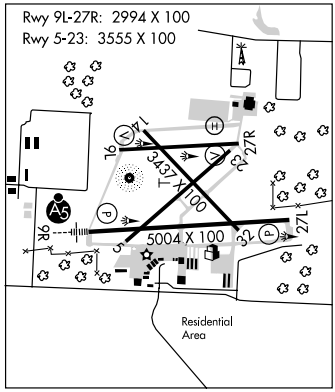
715 NOTAM FILE DAY

HELIPAD H1: H40X40 (ASPH)

HELIPORT REMARKS: Attended continuously.

COMMUNICATIONS: CTAF 122.9

OHIO STATE UNIVERSITY (OSU) 10 NW UTC−5(−4DT) N40°04.79′ W83°04.38′ **DETROIT**
905 B S4 **FUEL** 100LL, JET A1 + OX 1, 2 Class IV, ARFF Index A NOTAM FILE OSU **H–10G, L–29A**
RWY 09R–27L: H5004X100 (ASPH–GRVD) S–45, D–60 HIRL **IAP, AD**
RWY 09R: MALSR. PAPI(P4L)—GA 3.0° TCH 51′. Pole.
RWY 27L: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Tree.
RWY 05–23: H3555X100 (ASPH) S–21, D–32 MIRL 0.3% up SW
RWY 05: Trees. **RWY 23:** Trees.
RWY 14–32: H3437X100 (ASPH) S–32.5, D–42, 2D–61 MIRL
RWY 14: Trees. **RWY 32:** Trees
RWY 09L–27R: H2994X100 (ASPH) S–25.2 MIRL 0.4% up W
RWY 09L: VASI(V2L)—GA 3.0° TCH 29′. Silo.
RWY 27R: VASI(V2L)—GA 3.0° TCH 42′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	09L–27R	3350
RWY 09L	05–23	2550
RWY 09R	14–32	3300
RWY 14	09R–27L	2750
RWY 23	09R–27L	2500
RWY 27L	05–23	3300

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–3555	TODA–3555	ASDA–3555	LDA–3555
RWY 09L:	TORA–2994	TODA–2994	ASDA–2994	LDA–2994
RWY 09R:	TORA–5004	TODA–5004	ASDA–5004	LDA–5004
RWY 23:	TORA–3555	TODA–3555	ASDA–3555	LDA–3555
RWY 27L:	TORA–5004	TODA–5004	ASDA–5004	LDA–5004
RWY 27R:	TORA–2994	TODA–2994	ASDA–2994	LDA–2994

AIRPORT REMARKS: Attended 1130–0400Z‡. Helicopter Indgs on Twy A prohibited. Helicopter ldg/tkfs from the FBO ramp prohibited. Birds and deer on and invof arpt. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 614–292–5460. Noise sensitive area within 4 miles to the N and NE. Noise abatement restrictions: No touch and go ldgs or repeated tkf and ldgs 0400–1200Z‡ daily. All movement area N of Rwy 09R–27L are not avbl for air carrier ops with more than 30 passenger seats. Snow removal operating procedures: when twr clsd announce arrival on freq 118.8. When twr clsd HIRL Rwy 09R–27L, and either MIRL Rwy 05–23 or Rwy 14–32 may be preset med ints in favor of forecasted wind, and MIRL Rwy 09L–27R not avbl.

WEATHER DATA SOURCES: ASOS (614) 451–2465. LAWRS.

COMMUNICATIONS: CTAF 118.8 **ATIS** 121.35 **UNICOM** 122.95

Ⓡ **COLUMBUS APP/DEP CON** 120.2

STATE TOWER 118.8 (1200–0400Z‡) **GND CON** 121.7 **CLNC DEL** 121.7

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 265° 22.7 NM to fld. 1350/6W. **HIWAS.**

DON SCOTT NDB (MHW) 348 DKG N40°04.82′ W83°04.73′ at fld. NOTAM FILE OSU. Unmonitored when twr clsd. SHUTDOWN.

FULER NDB (MHW/LOM) 515 OS N40°04.42′ W83°11.89′ 091° 5.8 NM to fld.

ILS 108.5 I–OSU Rwy 09R LOM FULER NDB. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

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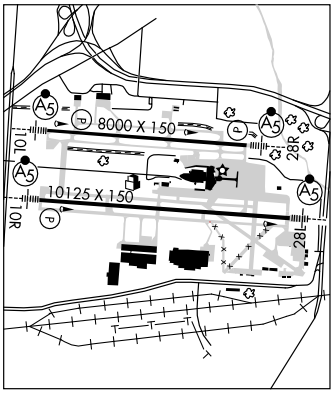
HELIPAD H1: H40X40 (ASPH)

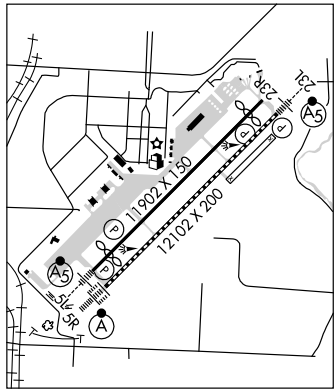
HELIPORT REMARKS: Helipad (unlit) relocated N side of airfield, adjacent Air Guard ramp, Twy G. All app/dep routes helicopters ops are conducted in an area 130°–110° clockwise using the touchdown pad as the center of a compass rose.

PORT COLUMBUS INTL (CMH) 6 E UTC−5(−4DT) N39°59.88′ W82°53.51′ **CINCINNATI**
815 B S4 **FUEL** 100, JET A1 + OX 3, 4 LRA Class I, ARFF Index C NOTAM FILE CMH **H–10G, L–29A**
RWY 10R–28L: H10125X150 (ASPH–GRVD) S–100, D–200, 2S–175, 2D–325 HIRL **IAP, AD**
RWY 10R: MALSR. PAPI(P4R)—GA 3.0° TCH 72′
RWY 28L: MALSR.
RWY 10L–28R: H8000X150 (ASPH–GRVD) S–100, D–160, 2S–175, 2D–275 HIRL
RWY 10L: MALSR. PAPI(P4L)—GA 3.0° TCH 51′
RWY 28R: MALSR. PAPI(P4R)—GA 3.0° TCH 50′.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 10L: TORA–8000 TODA–8000 ASDA–8000 LDA–8000
RWY 10R: TORA–10125 TODA–10125 ASDA–10125 LDA–10125
RWY 28L: TORA–10125 TODA–10125 ASDA–10125 LDA–10125
RWY 28R: TORA–8000 TODA–8000 ASDA–8000 LDA–8000
AIRPORT REMARKS: Attended continuously. Birds invof arpt. PAEW adjacent all rwys and twys. Model acft tfc within a 1 NM radius of a point 8 NM on a 010° bearing from the arpt; surface–5000 ft AGL; SR–SS daily. Be alert: Rwy 10L/28R restrictions on Stage I and II turbojet acft 0300–1300Z‡ and on Stage III turbojet acft 0300–1200Z‡. Practice apchs for high noise level type acft including non-Stage III military jet acft shall not be approved unless Rwy 10R/28L is in use and the apch terminates in a full stop taxi–back ops. All surfaces around terminal; N of Twy 'C' and S of Twy 'E' are non–movement areas. Twy B3 S of Twy B restricted to acft with wingspan less than 79′. C–3 pavement (north of Twy C) is 35′ wide; restricted to acft 50,000 lbs or less with wing span less than 79′. Twy L1 restricted to acft with wingspan less than 118′. Twy L2 restricted to acft with wingspan less than 118′. Twy J2 restricted to acft with wingspan less than 120′. Twy B between Twys B4 and B5 restricted to acft with wingspan less than 126′. Twys F and G, S of Twy B, restricted to acft weighing 45,000 lbs or less. Noise barrier located at SE side of airfield restricted to acft with wingspan less than 79′. Ldg fee. Twy F lgts S of Twy 'G' OTS indef. To req ldg rights ctc US Customs between 1230–0300Z‡ Mon–Fri at 614–497–1865. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: ASOS (614) 338–0561. LLWAS. TDWR.
COMMUNICATIONS: D–ATIS 124.6 **UNICOM** 122.95
COLUMBUS RCO 122.2 122.3 (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 119.15 132.3 (100°–279°) 125.95 (280°–099°) 118.2 119.65
COLUMBUS TOWER 132.7 **GND CON** 121.9 **CLNC DEL** 126.3
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 243° 16.7 NM to fld. 1350/6W. **HIWAS.**
GRENS NDB (MHW) 272 CHC N40°00.61′ W83°01.74′ 102° 6.4 NM to fld. NOTAM FILE CMH.
SUMIE NDB (HW/LOM) 391 CM N39°59.17′ W82°45.27′ 281° 6.4 NM to fld. Unmonitored.
ILS/DME 109.1 I–CBP Chan 28 Rwy 10L. Class IA. LOM GRENS NDB. DME also serves Rwy 28R.
ILS/DME 108.7 I–CMH Chan 24 Rwy 28L. LOM SUMIE NDB. LOM unmonitored. DME also serves Rwy 10R.
ILS/DME 108.7 I–AQI Chan 24 Rwy 10R. DME also serves Rwy 28L.
ILS/DME 109.1 I–ONB Chan 28 Rwy 28R. DME also serves Rwy 10L. Glide slope unusable for autopilot coupled apchs blo 2023′.
COMM/NAV/WEATHER REMARKS: ILS/DME Rwy 10L outer marker OTS indef.

RICKENBACKER INTL (LCK)(KLCK) CIV/MIL/ANG/ARNG 10 S UTC−5(−4DT) **CINCINNATI**
N39°48.83′ W82°55.67′ **H–10G, L–29A**
744 B S4 **FUEL** 100LL, JET A TPA –See Remarks LRA Class I, ARFF Index A **IAP, DIAP, AD**
NOTAM FILE LCK



RWY 05R–23L: H12102X200 (ASPH–CONC–GRVD) S–75, D–120, 2S–175, 2D–380, 2D/2D2–800 HIRL CL
RWY 05R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 66′.
RWY 23L: MALSR. PAPI(P4L)—GA 3.0° TCH 74′.
RWY 05L–23R: H11902X150 (ASPH–GRVD) S–75, D–120, 2S–175, 2D–240, 2D/2D2–700 HIRL
RWY 05L: MALSR. PAPI(P4L)—GA 3.0° TCH 75′. Thld dsplcd 898′.
RWY 23R: REIL. PAPI(P4L)—GA 3.0° TCH 75′. Thld dsplcd 989′.
MILITARY SERVICE: LGT Boundary lgt avbl. **JASU** 2(A/M–32A) (MA–1A) 3(AM32–95) **FUEL** J8(Military) (NC–100LL). A, A+ (Air BP, avbl Mon–Fri 24 hours, Sat 0500–0200Z‡, Sun including holidays 0900–0500Z‡, 4 hour prior notice required but no PPR C614–492–9674, after hour fee $130. **FLUID** SP PRESAIR LHOX **OIL** O–128 **TRAN ALERT** Ltd svc avbl but no PPR. No ANG tran svc off ANG ramp.
AIRPORT REMARKS: Attended continuously. General aviation svcs attended continuously call C614–237–3747 ext 318, or 614–409–4900. Birds on and invof arpt. Twy M clsd indef. Twy J clsd to group V acft. Noise abatement procedures in effect from 0400–1200Z‡, dep Rwy 23L and 23R winds 10 knots or less; arrivals Rwy 05L and 05R winds 10 knots or less; arpt ops C614–492–2436. PPR for unscheduled Air Carrier ops with more than 30 passenger seats. Rwy 05R–23L has 1000′ stopway on both ends; not avbl for ASDA. Rwy 05R–23L PAPI and ILS radar position indicator not coincidental. TPA for lgt acft weighing 12,500 lbs or less 1400(656), TPA for acft greater than 12,500 lbs 1900(1156), TPA for overhead tfc 2400(1656). Rwy 05R ALSF II unmonitored indef. Rwy 05R–23L PAPI and ILS Runway Point of Intercept not coincidental. To req ldg rights ctc US Customs between 1230–0300Z‡ Mon–Fri at 614–497–1865.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** AMC acft opr restricted during Bird Watch Conditions Moderate (tkf and ldg permission only when departure/arrival routes avoid identification bird activity, no local IFR/VFR tfc pattern) and Severe (tkf and ldg prohibited without OG/CC approval) ctc Comd Post for current Bird Watch Conditions code. All military acft must RON on 121 ARW or Detachment–21 ramp when space is avbl. All fixed wing military acft requiring parking and/or svc on 121 ARW ramp must have PPR number 48 hr in advance from Base OPS DSN 696–4595, C614–492–4595. Base OPS hr vary. Clsd holidays. **CAUTION** Bird and deer hazard. **CSTMS/AG/IMG** Avbl only with prior coordination. **ANG** 121 ARW KC–135–R Comd Post DSN 696–4468. Limited tran svc avbl, weekdays 1200–2000Z‡ except holidays. Limited tran fuel/parking, tran aircrew must assist/perform refuel opr. Fuel avbl on ANG ramp on prior request only. Acft support not coordinated by PPR 48 hr prior with 121 ARW may not be avbl. **ARNG** Opr weekdays 1200–2100Z‡ except holidays. No tran svc after 1900Z‡, DSN 346–6411, C614–336–6411. Ctc C–26 OPS prior to entering C–26 ramp park area, 139.3 DSN 346–6473, C614–336–6473.
WEATHER DATA SOURCES: AWOS–3 132.750 (C614) 492–2441.
COMMUNICATIONS: UNICOM 122.95
Ⓡ **COLUMBUS APP/DEP CON** 119.15 279.6
RICK TOWER 120.05 348.4 **GND CON** 121.85 257.8
ANG COMD POST 238.8 (RICK CON) **ARNG OPS** 142.6 228.8 36.7 **ARNG C–26 OPS** 139.3 **121 ARW OPS** 238.8 (BRUTUS OPS)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 224° 25.6 NM to fld. 1350/6W. **HIWAS.**
(T) TACAN Chan 69 LCK (134.2) N39°48.49′ W82°55.73′ at fld. 732/5W. NOTAM FILE LCK. No NOTAM MP Wed 1300–1500Z‡.
TACAN azimuth unusable:
290°–300° blo 4,000′ 130°–170° byd 18 NM blo 5,000′
TACAN azimuth and DME unusable:
075°–130° byd 12 NM blo 5,000′
075°–170° blo 3,000′
COBBS NDB (LOM) 253 DD N39°44.58′ W83°01.22′ 050° 6.0 NM to fld.
PICKL NDB (LOM) 376 LC N39°52.86′ W82°50.17′ 231° 5.9 NM to fld.
ILS/DME 110.1 I–DDV Chan 38 Rwy 05R. Class IIE. LOM COBBS NDB. No NOTAM MP Mon, Tue 1300–1700Z‡.
ILS 110.1 I–LCK Rwy 23L. Class IE. LOM PICKL NDB. MM OTS indef. No NOTAM MP Mon, Tue 1300–1700Z‡.
ILS/DME 110.55 I–FQS Chan 42Y Rwy 05L. Class IE.
COMM/NAV/WEATHER REMARKS: Ctc ground control for clearance prior to push back onto Twy A from cargo ramp 2.

CONCORD AIRPARK (See PAINESVILLE)

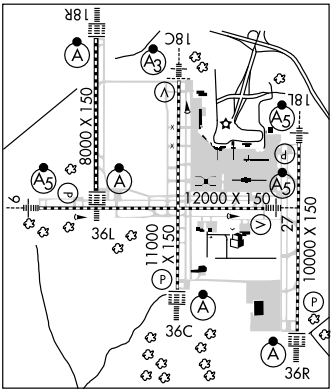
COSHOCTON

RICHARD DOWNING (I4Ø) 3 N UTC−5(−4DT) N40°18.55′ W81°51.20′ **DETROIT**
979 B **FUEL** 100LL, JET A NOTAM FILE CLE **L–29B**
RWY 04–22: H4099X75 (ASPH) S–30, D–35 MIRL **IAP**
RWY 04: PAPI(P2L)—GA 3.5°. Trees. **RWY 22:** REIL. PAPI(P2L).
AIRPORT REMARKS: Attended May–Oct 1300–0100Z‡, Nov–Apr 1300–2200Z‡. Deer on and invof arpt. Rwy 22 REIL OTS indef. PAPI Rwys 04 and 22 opr continuously. ACTIVATE MIRL Rwy 04–22—122.9.
WEATHER DATA SOURCES: AWOS–3 118.875 (740) 295–7370.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.
ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 011° 22.2 NM to fld. 900/6W.

COURT HOUSE N39°36.05′ W83°23.50′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 414 CSS 222° 2.3 NM to Fayette Co. NDB unusable 115°–165° byd 20 NM. **L–29A**

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG) 8 SW UTC−5(−4DT) N39°02.93′ W84°40.07′ **CINCINNATI**
896 B S4 **FUEL** 100LL, JET A LRA ARFF Index D NOTAM FILE CVG **H–10G, L–26F, 27E**
RWY 09–27: H12000X150 (ASPH–CONC–GRVD) S–75, D–210, 2S–175, 2D–400, 2D/2D2–850 **IAP**
HIRL CL
RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 76′. 0.3% down.
RWY 27: MALSR(NSTD). VASI(V4L)—GA 3.0° TCH 60′.
RWY 18C–36C: H11000X150 (ASPH–CONC–GRVD) S–75, D–210, 2S–175, 2D–400, 2D/2D2–850 HIRL CL
RWY 18C: SSALR. TDZL. VASI(V4R)—GA 3.0° TCH 52′.
RWY 36C: ALSF2. TDZL. PAPI(P4L). 0.6% up
RWY 18L–36R: H10000X150 (CONC–GRVD) S–75, D–210, 2S–175, 2D–400, 2D/2D2–850 HIRL CL
RWY 18L: MALSR. TDZL. PAPI(P4R)
RWY 36R: ALSF2. TDZL. PAPI(P4R).
RWY 18R–36L: H8000X150 (CONC–GRVD) S–75, D–210, 2D–400, 2D/2D2–850 HIRL CL
RWY 18R: ALSF2. TDZL. **RWY 36L:** ALSF2. TDZL. Tree.



RUNWAY DECLARED DISTANCE INFORMATION:
RWY 09: TORA–12000 TODA–12000 ASDA–11880 LDA–11880
RWY 27: TORA–12000 TODA–12000 ASDA–12000 LDA–12000
AIRPORT REMARKS: Attended continuously. Rwy 09–27 W 4200′ conc; E 750′ conc; remainder asph overlay. For all rwys gross weight strength for 777 acft is 595,000 lbs. For all rwys gross weight strength for MD–11 acft is 605,000 lbs. Rwys 09–27 and 18C–36C gross weight strength for DC–10 and L–1011 acft is 510,000 lbs. Noise sensitive areas N and S of arpt. Rwy 36R touchdown, midfield and rollout rwy visual range avbl. Rwy assignments between 0300–1200Z‡ will be predicated on noise abatement considerations. Successive or simultaneous departures from Rwys 18L/C are approved with course divergence beginning no further than 2 miles from EOR due to noise abatement restrictions. Successive or simultaneous departures from Rwy 36L and Rwy 36R are approved with course divergence beginning no further than 2 miles from EOR due to noise abatement restrictions. Rwy 18R touchdown, midfield and rollout RVR avbl. Rwy 36L touchdown, midfield and rollout RVR avbl. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Continuous Power Facilities.
WEATHER DATA SOURCES: ASOS (859) 767–8210. TDWR.
COMMUNICATIONS: D-ATIS ARR 134.375 **D-ATIS DEP** 135.3 **UNICOM** 122.95
RCO 122.1R 117.3T (LOUISVILLE RADIO)
Ⓡ **APP CON** 123.875 (270°–089°) 119.7 (090°–269°)
TOWER 118.975 (Rwy 18L–36R) 118.3 (Rwy 18C–36C Rwy 09–27) 133.325 (Rwy 18R–36L) **GND CON** 121.7 (West) 121.3 (East) **CLNC DEL** 127.175
Ⓡ **DEP CON** 128.7 (181°–360°) 126.65 (001°–180°)
AIRSPACE: CLASS B svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 044° 2.6 NM to fld. 879/4W.
ILS 108.7 I–JDP Rwy 27. Class IA. LOC unusable byd 20° right of course.
ILS/DME 111.55 I–SIC Chan 52(Y) Rwy 18C. Class IB.
ILS/DME 111.9 I–URN Chan 56 Rwy 09. Class IB.
ILS/DME 109.9 I–CVG Chan 36 Rwy 36C. Class IIIE.
ILS/DME 110.35 I–EEI Chan 40(Y) Rwy 36R. Class IIIE.
ILS/DME 110.15 I–CIZ Chan 38(Y) Rwy 18L. Class IA. LOC unusable byd 25° left of course.
ILS/DME 110.75 I–VAC Chan 44(Y) Rwy 36L. Class IIIE.
ILS/DME 110.75 I–CJN Chan 44(Y) Rwy 18R. Class IIIE.

CUBLA N39°21.21′ W83°52.55′. NOTAM FILE ILN. **CINCINNATI**
NDB (MHW/LOM) 299 HW 045° 5.9 NM to Airborne Airpark. **L–27E**

CUYAHOGA CO (See CLEVELAND)

DAHIO TROTWOOD (See Dayton)

DARKE CO (See VERSAILLES)

DAYTON N40°00.99′ W84°23.81′ NOTAM FILE DAY. **DETROIT**
(L) VOR/DME 114.5 DQN Chan 92 131° 10.7 NM to **H–10G, L–27E**
James M. Cox Dayton Intl. 990/1W. **HIWAS.** DME unusable byd 35 NM blo 2900′.
RCO 122.1R 114.5T 122.2 122.55 (DAYTON RADIO)

DAYTON

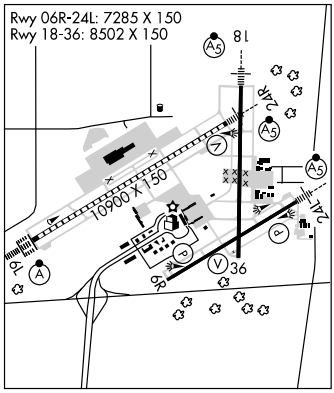
DAHIO TROTWOOD (I44) 7 W UTC−5(−4DT) N39°45.95′ W84°20.60′ **CINCINNATI**
925 B S5 NOTAM FILE DAY
RWY 04–22: H2900X52 (ASPH) S–5
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Attended irregularly. Ultralights on and invof arpt. PAEW N end ramp and N end Twy A Mon–Fri. Arpt bcn OTS indef.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.8
DAYTON APP/DEP CON 126.5 (091°–180°)

DAYTON TRANSPORTATION CENTER HELIPORT (5D7) 0 N UTC−5(−4DT) **CINCINNATI**
N39°45.50′ W84°11.50′
800 B NOTAM FILE DAY
HELIPAD H1: H40X40 (CONC)
HELIPORT REMARKS: Unattended. 40′ x 40′ conc pad within 80′ x 60′ ldg/tkf area. Maximum ldg weight 4500 lbs. For perimeter lgts and rotating bcn call superintendent of acft ops at 937–454–8299. 24 hrs advance notice for use req. Helipad H1 perimeter lgts.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF 122.9

DAYTON–WRIGHT BROTHERS (MGY) 10 S UTC−5(−4DT) N39°35.34′ W84°13.49′ **CINCINNATI**
957 B S4 **FUEL** 100LL, JET A OX 1 TPA—1957(1000) NOTAM FILE MGY **H–10G, L–27E**
RWY 02–20: H5000X100 (ASPH–GRVD) S–50, D–60 MIRL 0.4% up N **IAP**
RWY 02: PAPI(P2L)—GA 3.0°. Trees. **RWY 20:** MALS. VASI(V4L)—GA 3.0° TCH 41′. Thld dsplcd 590′. Road.
AIRPORT REMARKS: Attended 1300–0200Z‡. Birds and deer on and invof arpt. ACTIVATE MIRL RWY 02–20; MALS Rwy 20—CTAF. PAPI Rwy 02 and VASI Rwy 20 ops 24 hrs.
WEATHER DATA SOURCES: ASOS 118.375 (937) 885–2171. **HIWAS** 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **APP CON** 126.5 (091°–180°) 118.85 127.225 Ⓡ**DEP CON** 126.5 (091°–180°) **CLNC DEL** 119.4 (937) 454–7282
RADIO AIDS TO NAVIGATIONS: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 300° 21.9 NM to fld 1050/4W.
ONIDA NDB (LOM) 223 MW N39°34.69′ W84°19.42′ 086°4.6 NM to fld. NOTAM FILE MGY. Unmonitored.
ILS/DME 109.5 I–MGY Chan 32 Rwy 20 LOC only. LOC unusable inside 1.2 NM.

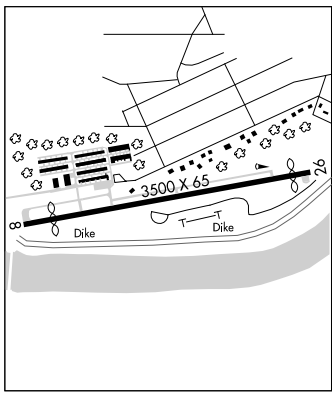
GREENE CO–LEWIS A. JACKSON RGNL (I19) 10 E UTC−5(−4DT) N39°41.46′ W83°59.52′ **CINCINNATI**
949 B S4 **FUEL** 100LL, JET A+ NOTAM FILE DAY **L–27E**
RWY 07–25: H4500X75 (ASPH) S–30 LIRL 0.7% up E **IAP**
RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 34′. Trees. **RWY 25:** REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡; Nov–Mar 1300–2200Z‡. Unattended Christmas, New Years and Thanksgiving Days. Fuel available 24 hrs with credit card. Deer on and invof arpt. PAEW adjacent Rwy 07 SR–SS. REIL Rwy 25 OTS indef. ACTIVATE MIRL Rwy 07–25 PAPI Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (937) 372–4668. **HIWAS** 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°)
GCO 121.725 (DAYTON CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 335° 18 NM to fld. 1050/4W. Unmonitored when twr clsd.

JAMES M COX DAYTON INTL (DAY) 9 N UTC−5(−4DT) N39°54.14′ W84°13.16′ **CINCINNATI**
1009 B S4 **FUEL** 100, JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE DAY **H–10G, L–27E**
RWY 06L–24R: H10900X150 (ASPH–CONC–GRVD) S–100, D–210, 2S–175, 2D–583, 2D/2D2–870 **IAP, AD**
HIRL CL
RWY 06L: ALSF2. TDZL.
RWY 24R: MALSR. VASI(V4L)—GA 3.0° TCH 54′. Tree.
RWY 18–36: H8502X150 (ASPH–CONC–GRVD) S–100, D–210, 2S–175, 2D–583, 2D/2D2–870 HIRL
RWY 18: MALSR. Trees.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 46′. Trees.
RWY 06R–24L: H7285X150 (CONC) S–100, D–210, 2S–175, 2D–583, 2D/2D2–870 HIRL
RWY 06R: REIL. PAPI(P4L)—GA 3.0°. TCH 52′. Tree.
RWY 24L: MALSR. PAPI(P4L)—GA 3.0°. TCH 51′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 06R: TORA–7000 TODA–7000 ASDA–7000 LDA–7000
RWY 24L: TORA–7000 TODA–7000 ASDA–7000 LDA–7000



AIRPORT REMARKS: Attended continuously. Deer, coyotes, birds and waterfowl on and invof arpt. First 1400′ Rwy 24R concrete. First 1500′ of Rwy 18 concrete. Rwy 36 VASI OTS indef. Class I, ARFF Index C. ARFF index E avbl with 24 hrs notice; call arpt operations 937–454–8299. Twy H clsd between Twy D and Rwy 18–36 indef. Twy C between Twy N and Twy V not avbl for air carrier ops. Twy K, Twy H and Twy J not avbl for group IV and higher acft. Terminal ramp is a non–movement area. Runups prohibited in Rwy 24L holding area. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (937) 454–7845. **HIWAS** 114.5 DQN. TDWR.
COMMUNICATIONS: ATIS 125.8 **UNICOM** 122.95
DAYTON RCO 122.1R 114.5T 122.2 122.55 (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.85 126.45 (091°–180°) 134.45 (181°–359°) 118.425 (360°–090°) 118.0 126.5
DAYTON TOWER 119.9 **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 131° 10.7 NM to fld. 990/1W.
HIWAS.
BRUNY NDB (LOM) 315 AT N39°50.82′ W84°20.09′ 062° 6.3 NM to fld.
ILS/DME 108.3 I–DAY Chan 20 Rwy 18.
ILS 108.9 I–ATD Rwy 06L. LOM BRUNY NDB.
ILS 110.3 I–EGK Rwy 24L.
ILS/DME 111.9 I–VUQ Chan 56 Rwy 24R. Class IE.
ASR

MORAINE AIR PARK (I73) 4 SW UTC−5(−4DT) N39°40.95′ W84°14.58′ **CINCINNATI**
720 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 08–26: H3500X65 (ASPH) MIRL
RWY 08: Thld dsplcd 558′. Dike.
RWY 26: Thld dsplcd 136′. Dike.
AIRPORT REMARKS: Attended dalgt hrs. PAEW adjacent twys.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.7
DAYTON APP/DEP CON 126.5 (091°–180°)
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ 248° 20.6 NM to fld. 1047/4W.



DARBY DAN (See COLUMBUS)

DEFIANCE MEM (DFI) 4 NW UTC−5(−4DT) N41°20.25′ W84°25.73′ **DETROIT**
707 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE DFI **L–28J**
RWY 12–30: H4197X72 (ASPH) MIRL **IAP**
RWY 12: REIL. PAPI(P4L). Trees. **RWY 30:** REIL. VASI(NSTD). Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat 1300–2200Z‡, Sun 1700–2200Z‡. Deer on and invof arpt. Rwy 30 single box VASI left side of rwy. Rwy 12–30 parallel twy rstd to 5,000 lbs max gross weight. MIRL Rwy 12–30 preset low ints; to increase ints and ACTIVATE REILS Rwy 02 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (419) 658–2301.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 261° 36.3 NM to fld. 660/2W.
NDB (MHW) 246 DFI N41°20.07′ W84°25.61′ at fld. NOTAM FILE DFI.

DELAWARE MUNI (DLZ) 3 SW UTC−5(−4DT) N40°16.78′ W83°06.89′ **DETROIT**
945 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **H–10G, L–29A**
RWY 10–28: H5000X100 (ASPH) S–30, D–55 MIRL **IAP**
RWY 10: REIL. PAPI(P4L)—GA 3.0°. Hill. **RWY 28:** REIL. PAPI(P4L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof arpt. Ultralight tfc remain S of Rwy 10–28 at 400′ AGL. Rwy 28 PAPI OTS indef. REIL Rwy 10 OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (740) 362–4416.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **COLUMBUS APP/DEP CON** 120.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 294° 25.4 NM to fld. 1350/6W. **HIWAS.**
NDB (MHW) 215 DLZ N40°16.61′ W83°06.22′ at fld.

DEPARTMENT OF TRANSPORTATION HELIPORT (See COLUMBUS)

DESHLER MUNI LANDING STRIP (6D7) 2 NE UTC−5(−4DT) N41°12.95′ W83°52.46′ **DETROIT**
706 NOTAM FILE CLE
RWY 09–27: 2480X70 (TURF)
RWY 09: Thld dsplcd 740′. Trees. **RWY 27:** Trees.
RWY 05–23: 1725X60 (TURF)
RWY 05: Thld dsplcd 410′. Bldg. **RWY 23:** Thld dsplcd 90′. Fence.
AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. Rwy 05–23 dsplcd thlds marked with yellow cones. Rwy 09 dsplcd thld marked with cones.
COMMUNICATIONS: CTAF 122.9

DON SCOTT N40°04.82′ W83°04.73′ NOTAM FILE OSU. **DETROIT**
NDB (MHW) 348 DKG at Ohio State University. Unmonitored when twr clsd. SHUTDOWN. **L–29A**

DRYER N41°21.48′ W82°09.72′ NOTAM FILE CLE. **DETROIT**
(H) VOR/DME 113.6 DJB Chan 83 226° 1.1 NM to Lorain Co Rgnl. 780/5W. **HIWAS.** **H–10G, L–30G**
VOR unusable 225°–245° byd 20 NM blo 3500′.
RCO 122.1R 113.6T (CLEVELAND RADIO)

EAST LIVERPOOL

COLUMBIANA CO (Ø2G) 4 NW UTC−5(−4DT) N40°40.40′ W80°38.49′ — DETROIT

1160 B S3 **FUEL** 100LL NOTAM FILE CLE — L–29B

RWY 07–25: H3503X75 (ASPH) S–12.5 MIRL 0.5% up NE — IAP

RWY 07: Trees. **RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees.

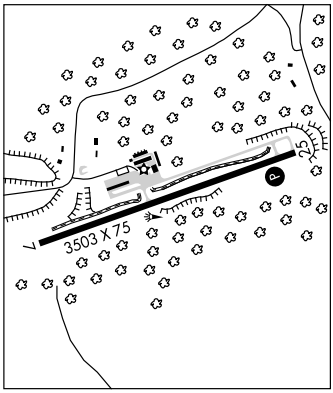
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended all major holidays. PAEW between twy and rwy. PAEW invof twy and ramp. Twy marked with reflectors. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 25 and REIL Rwy 25–CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0.

Ⓡ **PITTSBURGH APP/DEP CON** 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.51′ W80°12.69′ 253° 21.6 NM to fld. 1227/08W. VOR unusable 090°–140° and 310°–335°



EDDIE DEW MEML AIRPARK (See TORONTO)

ELLIOTTS LANDING (See MOUNT VICTORY)

ELYRIA (1G1) 2 S UTC−5(−4DT) N41°19.89′ W82°06.02′ — DETROIT

758 B **FUEL** 100LL NOTAM FILE CLE — L–30G

RWY 09–27: H3053X48 (ASPH) LIRL — IAP

RWY 09: Tree. **RWY 27:** Tree.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card.

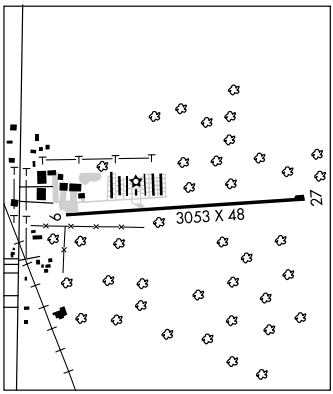
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CLEVELAND APP/DEP CON** 126.35 **CLNC DEL** 125.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 125° 3.2 NM to fld. 780/5W. **HIWAS**

COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.



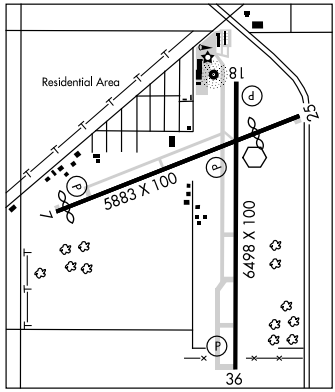
FAIRFIELD CO (See LANCASTER)

FAYETTE CO (See WASHINGTON COURT HOUSE)

FETCH N41°12.03′ W80°35.77′ NOTAM FILE YNG. — DETROIT

NDB (LOM) 338 YN 322° 5.1 NM to Youngstown–Warren Rgnl. Unmonitored. LOM unusable byd 10 NM.

FINDLAY (FDY) 1 SW UTC−5(−4DT) N41°00.72′ W83°40.12′ **DETROIT**
813 B **FUEL** 100LL, JET A NOTAM FILE FDY **H–10G, L–28J**
RWY 18–36: H6498X100 (ASPH) S–100, D–160, 2S–175, 2D–280 HIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 31′.
RWY 36: REIL. PAPI(P4L)—GA 3.5°TCH 55′. Trees.
RWY 07–25: H5883X100(ASPH) S–100, D–160, 2S–175, 2D–280 HIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 324′. Bridge.
RWY 25: REIL. PAPI(P4L)—GA 3.5°TCH 36′. Thld dsplcd 999′. Road.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5251 TODA–5251 ASDA–4881 LDA–4558
RWY 25: TORA–5786 TODA–5786 ASDA–5558 LDA–4558
AIRPORT REMARKS: Attended Sep–May Mon–Fri 1200–0100Z‡, Jun–Aug Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2300Z‡. Rwy 07–25 sfc has cracks and loose aggregate. ACTIVATE HIRL Rwy 07–25 and Rwy 18–36; REIL Rwy 07, Rwy 25, Rwy 18 and Rwy 36—CTAF. PAPI Rwy 07, Rwy 18, Rwy 25, and Rwy 36 opr 24 hrs. Ldg fee.
WEATHER DATA SOURCES: ASOS 124.425 (419) 427–8524.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.1R 108.2T (CLEVELAND RADIO) **RCO** 122.65 122.2 (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
(L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 5.2 NM to fld. 820/2W.
MARATHON (T) VORW 114.9 MAH N41°00.89′ W83°39.86′ at fld. Unmonitored.
BENTON RIDGE NDB (MHW) 334 BNR N41°01.27′ W83°40.15′ at fld. Unmonitored.

FOSTORIA METRO (FZI) 2 NE UTC−5(−4DT) N41°11.45′ W83°23.59′ **DETROIT**
752 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE **H–11A, L–28J, 29A**
RWY 09–27: H5005X100 (ASPH) S–30, D–35, 2D–52 MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees. **RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. FBO ops Mon–Sat 1200–2100Z‡. PAPI Rwys 09 and 27 on low ints 24 hrs. To increase ints to high click 122.7 seven times. ACTIVATE MIRL Rwy 09–27 and REIL Rwys 09 and 27—CTAF. Rwy 09 REIL OTS indef. Twy lgts intermittent.
WEATHER DATA SOURCES: AWOS–3 124.625 (419) 436–0053.
COMMUNICATIONS: CTAF/UNICOM 122.7
FINDLAY RCO 122.1R 108.2T (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 21.7 NM to fld. 820/2W.
NDB (MHW) 379 FZI N41°11.36′ W83°23.83′ at fld. NOTAM FILE CLE.

FREMONT

FREMONT (14G) 2 SW UTC−5(−4DT) N41°19.99′ W83°09.67′ **DETROIT**
663 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–28J**
RWY 09–27: H4137X60 (ASPH) S–13 LIRL **IAP**
RWY 09: REIL. VASI(NSTD). Thld dsplcd 126′. Road. **RWY 27:** Trees.
RWY 18–36: 2238X130 (TURF)
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–2200Z‡, Sun 1700Z‡–2200Z‡. For fuel after hrs call 419–332–8037. ACTIVATE LIRL Rwy 09–27; REIL Rwy 09 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 110° 22.7 NM to fld. 660/2W.

SANDUSKY CO RGNL (S24) 5 SE UTC−5(−4DT) N41°17.74′ W83°02.23′ **DETROIT**
665 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE CLE **H–10G, L–28J**
RWY 06–24: H5500X100 (ASPH) S–30 MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree. **RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 42′.
AIRPORT REMARKS: Attended 1200–2300Z‡. After hrs call 419–547–0131 or 419–360–3610. Birds and deer on and invof arpt. ACTIVATE MIRL Rwy 06–24—CTAF. Ldg fee for light twin acft 4500 pounds and larger.
WEATHER DATA SOURCES: AWOS–3 119.575 (419) 547–6932.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **MANSFIELD APP/DEP CON** 127.35 (360°–180°) 1100–0400Z‡
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.9 (360°–180°) 0400–1100Z‡
Ⓡ **TOLEDO APP/DEP CON** 126.1 (180°–360°)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
(L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 248° 19.2 NM to fld.

FULER N40°04.42′ W83°11.89′ NOTAM FILE OSU. **DETROIT**
NDB (MHW/LOM) 515 OS 091° 5.8 NM to Ohio State University. **L–29A**

FULTON CO (See WAUSEON)

GALION MUNI (GQQ) 3 NE UTC−5(−4DT) N40°45.20′ W82°43.43′ **DETROIT**
1224 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29A**
RWY 05–23: H3505X75 (ASPH) S–12 MIRL **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 33′. Thld dsplcd 188′. P–line.
RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Student training activity. Fuel self service–24 hrs with credit card. Rwy 23 VASI OTS indef. ACTIVATE MIRL Rwy 05–23; VASI and REIL Rwy 23; REIL Rwy 05 2300–1100Z‡—CTAF. ACTIVATE PAPI Rwy 05—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLNC DEL** 126.8
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 224° 9.2 NM to fld. 1210/3W.

GALLIA–MEIGS RGNL (See GALLIPOLIS)

GALLIPOLIS N38°50.01′ W82°09.69′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 420 GAS at Gallia–Meigs Rgnl. VFR only.
RCO 121.65 (DAYTON RADIO)

GALLIPOLIS

GALLIA–MEIGS RGNL (GAS) 2 NE UTC−5(−4DT) N38°50.05′ W82°09.81′ **CINCINNATI**
566 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–26H**
RWY 05–23: H3998X75 (ASPH) S–30 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 3.0° TCH 40′. Fence. **RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Brush.
AIRPORT REMARKS: Attended 1400–2200Z‡. FBO CLOSED Thanksgiving, Christmas and New Years Day. Deer and birds on and invof arpt. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23; PAPI Rwys 05 and 23, REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (740) 446–2149.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HUNTINGTON APP/DEP CON** 128.4 **CLNC DEL** 124.55
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 310° 8 NM to fld. 880/03W.
GALLIPOLIS NDB (MHW) 420 GAS N38°50.01′ W82°09.69′ at fld. NOTAM FILE DAY. VFR only.

GARRETTSVILLE

GATES (7D8) 4 N UTC−5(−4DT) N41°21.07′ W81°05.97′ **DETROIT**
1110 NOTAM FILE CLE Not insp.
RWY 08–26: 2800X100 (TURF–GRVL)
RWY 08: Fence. **RWY 26:** Trees.
AIRPORT REMARKS: Attended Apr–Nov dalgt hrs. Ldg PPR only Dec thru Mar call 216–548–4511. Parachute Jumping. Rwy drops 10′ on E end. Rwy 26 has 16′ hill/brush starting 0′ from rwy apch end.
COMMUNICATIONS: CTAF 122.9

GATES (See GARRETTSVILLE)

GEAUGA CO (See MIDDLEFIELD)

GENEVA

GERMACK (7D9) 3 SE UTC−5(−4DT) N41°46.67′ W80°54.24′ **DETROIT**
820 NOTAM FILE CLE **L–30G**
RWY 01–19: H3250X28 (ASPH) LIRL (NSTD)
RWY 01: Tree. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Radio controlled model acft activity on and invof arpt. No line of sight between rwy ends. Rwy 01–09 rolling sfc. Rwy 01–19 LIRL spacing nstd. ACTIVATE NSTD LIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
JEFFERSON (L) VOR/DME 115.2 JFN Chan 99 N41°45.61′ W80°44.89′ 284° 7.1 NM to fld. 900/5W.

GEORGETOWN

BROWN CO (GEO) 1 NE UTC−5(−4DT) N38°52.92′ W83°52.97′ **CINCINNATI**
958 B **FUEL** 100LL NOTAM FILE DAY **L–26G, 27E**
RWY 18–36: H3530X65 (ASPH) MIRL **IAP**
RWY 18: Road. **RWY 36:** Road.
AIRPORT REMARKS: Unattended. For airframe and powerplant repairs phone 937–379–1055. Self service fuel avbl 24 hrs with credit card. Aerobatic practice surface to 4500′ AGL above Rwy 18–36. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97′ W84°18.64′ 059° 24.4 NM to fld. 810/4W.

GERMACK (See GENEVA)

GRAND LAKE ST MARYS SPB (See ST MARYS)

GREATER PORTSMOUTH RGNL (See PORTSMOUTH)

GREENE CO–LEWIS A JACKSON RGNL (See DAYTON)

GREEN SPRINGS

WEIKER (82D) 2 SE UTC−5(−4DT) N41°13.75′ W83°01.74′ **DETROIT**
740 S4 NOTAM FILE CLE
RWY 18–36: 1785X90 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. Radio controlled model flying activity on weekends. Rwy 18–36 marked with +3′ orange barrels on rwy ends only; Rwy 18 first 132′ has no markers.
COMMUNICATIONS: CTAF 122.9

GRENS N40°00.61′ W83°01.74′ NOTAM FILE CMH. **CINCINNATI**
NDB (MHW) 272 CHC 102° 6.4 NM to Port Columbus Intl. OTS indef. **L–29E**

GRIFFING–SANDUSKY (See SANDUSKY)

GRIMES FLD (See URBANA)

HAMILTON N39°22.37′ W84°34.33′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 260 HAO 107° 2.4 NM to Butler Co Rgnl. **L–27E**

HAMILTON

BUTLER CO RGNL (HAO) 3 SE UTC−5(−4DT) N39°21.83′ W84°31.32′ **CINCINNATI**
633 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE HAO **H–10G, L–27E**
RWY 11–29: H5500X100 (ASPH) S–60, D–75, 2D–39 MIRL **IAP**
RWY 11: REIL. PAPI (P4L)—GA 3.5° TCH 26′. Bldg.
RWY 29: MALSR. REIL. PAPI (P4L)—GA 3.0°TCH 25′. P–line.
AIRPORT REMARKS: Attended Nov–Mar 1200–0200Z‡, Apr–Oct 1200–0300Z‡. ACTIVATE MIRL Rwy 11–29 and REIL Rwys 11 and 29 and MALSR Rwy 29—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (513) 863–6137
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 126.25
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
CINCINNATI (L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 026° 22.5 NM to fld. 879/04W.
HAMILTON NDB (MHW) 260 HAO N39°22.37′ W84°34.33′ 107° 2.4 NM to fld. NOTAM FILE DAY.
ILS/DME 109.75 I–RQF Chan 34(Y) Rwy 29. Class IT. LOC unusable byd 20° right of course.

HARDIN CO (See KENTON)

HARRISON

CINCINNATI WEST (I67) 2 E UTC−5(−4DT) N39°15.54′ W84°46.46′ **CINCINNATI**
584 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 01–19: H2803X60 (ASPH) MIRL **IAP**
RWY 01: Thld dsplcd 308′. P–line. **RWY 19:** Thld dsplcd 220′. Tree.
RWY 09–27: 1809X100 (TURF)
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Oct–Apr 1300Z‡–dusk, May–Sep 1300–0100Z‡. Unattended all major holidays. For Jet A availability call 513–367–0231. Rwy 09–27 CLOSED indef.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **APP/DEP CON** 128.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 351° 14.9 NM to fld. 879/04W.

HARRISON CO (See CADIZ)

HARRY CLEVER FLD (See NEW PHILADELPHIA)

HENRY CO (See NAPOLEON)

HENDERSON (WV) N38°45.25′ W82°01.57′ NOTAM FILE EKN. **CINCINNATI**
(H) VORTAC 115.9 HNN Chan 106 334° 39.5 NM to Vinton Co. 860/3W. **H–10G, L–22F, 26H**
DME portion unusable 185°–194° byd 10 NM blo 8000′; 195°–204° byd 30 NM blo 8000′.

HIGHLAND CO (See HILLSBORO)

HILLSBORO N39°11.08′ W83°32.58′. NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 278 HOC at Highland Co. **L–29A**
RCO 122.2 (DAYTON RADIO)

HILLSBORO

HIGHLAND CO (HOC) 3 SE UTC−5(−4DT) N39°11.33′ W83°32.33′ **CINCINNATI**
977 B S4 **FUEL** 100LL, JET A TPA—1677(700) NOTAM FILE DAY **L–29A**
RWY 05–23: H3520X75 (ASPH) S–25 MIRL 1.3% UP SW **IAP**
RWY 05: Trees **RWY 23:** REIL. PAPI (P2L). Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1700–2200Z‡. Rwy 05–23 lgts NW side OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (937) 393–9038.
COMMUNICATIONS: CTAF/UNICOM 123.05
HILLSBORO RCO 122.2 (DAYTON RADIO)
INDIANAPOLIS CENTER APP/DEP CON 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 326° 41.9 NM to fld. 1040/5W.
HILLSBORO NDB (MHW) 278 HOC N39°11.08′ W83°32.58′ at fld. NOTAM FILE DAY.

HINDE (see HURON)

HOGAF N41°34.45′ W81°28.27′ NOTAM FILE CGF. DETROIT
NDB (LMM) 521 GF at Cuyahoga Co. SHUTDOWN.

HOLLISTER FIELD (See WILMINGTON)

HOLMES CO (See MILLERSBURG)

HOOK FLD N39°29.93′ W84°26.85′ NOTAM FILE DAY. CINCINNATI
NDB (MHW) 239 HKF 054° 3.1 NM to Middletown Rgnl/Hook Fld. NDB OTS indef. L–27E

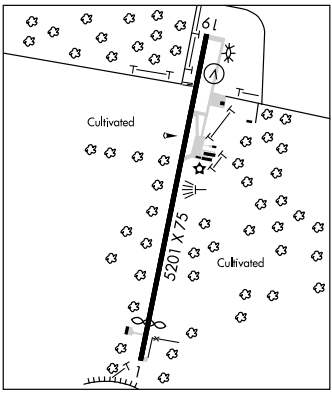
HUBBARD N41°09.17′ W80°31.89′ NOTAM FILE CLE. DETROIT
NDB (MHW) 408 HBD 259° 4.2 NM to Lansdowne. L–30H

HURON

HINDE (88D) 3 NW UTC−5(−4DT) N41°24.22′ W82°36.08′ DETROIT
609 NOTAM FILE CLE
RWY 11–29: 2500X70 (TURF)
RWY 11: Road. **RWY 29:** Brush.
AIRPORT REMARKS: Unattended. Arpt CLOSED at ngt. Rwy soft when wet.
COMMUNICATIONS: CTAF 122.9

JACKSON

JAMES A RHODES (I43) 5 SE UTC−5(−4DT) N38°58.88′ W82°34.67′ CINCINNATI
726 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY H–10G, L–29A
RWY 01–19: H5201X75 (ASPH) MIRL IAP
RWY 01: Thld dsplcd 331′. Tree.
RWY 19: REIL. VASI(S2L). Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–1800Z‡. MIRL Rwy 01–19 preset low ints dusk–dawn, to increase ints and ACTIVATE—CTAF. Rwy 19 REIL OTS indef.
WEATHER DATA SOURCES: AWOS–3 118.825 (740) 286–1760.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **HUNTINGTON APP/DEP CON** 128.4
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 301° 29.2 NM to fld. 880/03W.



JAMES A RHODES (See JACKSON)

JAMES M COX DAYTON INTL (See DAYTON)

JAMESTOWN

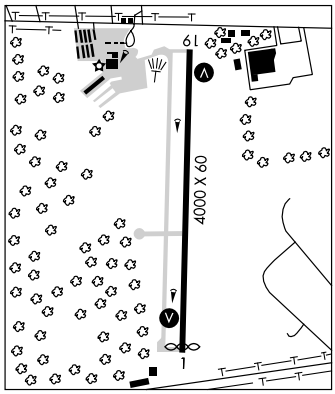
BLOOM (14I) 2 SW UTC−5(−4DT) N39°38.00′ W83°45.00′ CINCINNATI
1050 TPA—1850(800) NOTAM FILE DAY
RWY 06–24: 1220X80 (TURF)
RWY 06: Pole. **RWY 24:** Pole.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

JEFFERSON CO AIRPARK (See STEUBENVILLE)

JEFFERSON N41°45.61′ W80°44.89′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 115.2 JFN Chan 99 070° 2.6 NM to Ashtabula Co. 900/5W. L–30G
DME unusable:
085°–125° byd 35 NM blo 3500′
126°–190° byd 20 NM blo 3500′
191°–230°
231°–260° byd 30 NM blo 3500′
RCO 122.1R 115.2T (CLEVELAND RADIO)

KELLEYS ISLAND LAND FLD (89D) 1 NE UTC−5(−4DT) N41°36.17′ W82°41.08′ **DETROIT**
598 NOTAM FILE CLE
RWY 18–36: H2270X35 (ASPH) LIRL
RWY 18: Bldg. **RWY 36:** Trees.
RWY 09–27: H2203X50 (ASPH) LIRL
RWY 09: Trees. **RWY 27:** Tree.
AIRPORT REMARKS: Unattended. Rwy 18-36 CLOSED indef. Rwy 09–27 pavement poor—weathered with cracks. Ldg fee.
COMMUNICATIONS: CTAF 122.9

KENT STATE UNIV (1G3) 3 W UTC−5(−4DT) N41°09.08′ W81°24.91′ **DETROIT**
1134 B S4 **FUEL** 100LL, JET A1+ TPA—1984(850) NOTAM FILE CLE **L–30G**
RWY 01–19: H4000X60 (ASPH) MIRL 0.4% up N **IAP**
RWY 01: REIL. VASI(V4L)—GA 3.5° TCH 42′. Thld dsplcd 49′. Trees.
RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1130Z‡–dusk, Sat–Sun 1300Z‡–dusk. Self svc fuel avbl. Self svc fuel OTS indef. Ramp fee for multi–engine and turbine powered acft—waived with fuel purchase. Deer on and invof arpt. For noise abatement procedures ctc arpt manager on 330–672–1943. ACTIVATE MIRL Rwy 01–19; VASI and REIL Rwy 01 and Rwy 19—122.9. Rwy 01 and Rwy 19 REIL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)
CLNC DEL 125.65
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 289° 10 NM to fld. 1194/4W.
AKRON NDB (MHW/LOM) 362 AK N41°04.19′ W81°23.25′ 353° 5.1 NM to fld. NOTAM FILE CLE.



KENTON

HARDIN CO (I95) 3 SW UTC−5(−4DT) N40°36.61′ W83°38.66′ **DETROIT**
1022 B S4 **FUEL** 100LL, JET A1+ TPA—2022(1000) NOTAM FILE DAY **L–27E**
RWY 04–22: H4797X75 (ASPH) S–19 MIRL 0.5% up SW **IAP**
RWY 04: Fence. **RWY 22:** Road.
AIRPORT REMARKS: Attended Sat–Sun 1400–2000Z‡, May–Oct Mon–Fri 1300–0100Z‡, Nov–Apr Mon–Fri 1400–2300Z‡. Birds on and invof arpt. ACTIVATE MIRL Rwy 04–22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
INDIANAPOLIS CENTER APP/DEP CON 128.075
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 168° 21.3 NM to fld. 820/2W.
ALLEN CO (T) VOR 108.4 AOH N40°42.43′ W83°58.09′ 115° 15.9 NM to fld. NOTAM FILE DAY. VOR portion unusable 091°–109° byd 20 NM.

KNOX CO (See MOUNT VERNON)

KOONS (See SALEM)

LAGRANGE (92D) 2 S UTC−5(−4DT) N41°12.17′ W82°06.91′ **DETROIT**
843 TPA—1843(1000) NOTAM FILE CLE
RWY 09–27: 2670X95 (TURF)
RWY 09: P–line. **RWY 27:** Trees
RWY 18–36: 1410X95 (TURF)
RWY 18: Tree. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. Arpt occasionally CLOSED for radio controlled model flying. Req blind call on 122.9 at arrival and departure as safety procedure. Rwy 09–27 and Rwy 18–36 soft when wet during spring or after heavy rains, ctc arpt manager for rwy condition 440–610–6013. Rwy 36 has no line of sight with Rwy 09 and Rwy 27 ends. Rwy 18–36 marked with white tires.
COMMUNICATIONS: CTAF 122.9

LAKEFIELD (See CELINA)

LAKELAND N41°40.94′ W81°22.74′ NOTAM FILE CLE. DETROIT
NDB (MHW) 263 LQL at Willoughby Lost Nation Muni. NDB unmonitored. L–30G

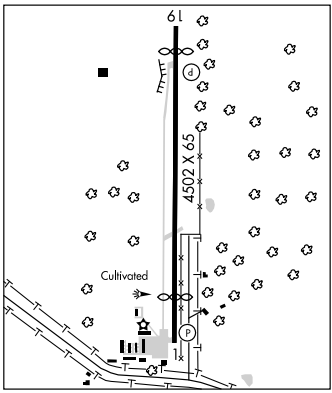
LANCASTER

FAIRFIELD CO (LHQ) 3 NW UTC−5(−4DT) N39°45.34′ W82°39.43′ CINCINNATI
868 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE LHQ H–10G, L–29A
RWY 10–28: H5004X75 (ASPH) S–25.5, D–38.5 HIRL IAP
RWY 10: REIL. PAPI(P4L)—GA 3.0°. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.0°. Thld dsplcd 279′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dark. Arpt unattended Christmas, New Years and Thanksgiving. Fuel available 24 hrs with credit card. Run up area N end Rwy 28 closed permanently. Rwy 28 calm wind preferred rwy. ACTIVATE HIRL Rwy 10–28 and REILS Rwy 10 and Rwy 28—122.725. PAPI Rwy 10 and Rwy 28 operates 24 hours.
WEATHER DATA SOURCES: ASOS 118.375 (740) 681–1097.
COMMUNICATIONS: CTAF/UNICOM 122.725
APPLETON RCO 122.1R 116.7T (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 132.3 **CLNC DEL** 121.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.07′ W82°35.30′ 194° 23.9 NM to fld. 1360/6W.
HIWAS.
CASER NDB (LOM) 338 LH N39°44.93′ W82°32.12′ 280° 5.7 NM to fld. Unmonitored.
ILS 111.9 I–LHQ Rwy 28. LOM CASER NDB. LOC only. LOM unmonitored. LOC unmonitored.

LANSDOWNE (See YOUNGSTOWN)

LAWRENCE CO AIRPARK (See CHESAPEAKE–HUNTINGTON WVA)

LEBANON–WARREN CO (I68) 3 NW UTC−5(−4DT) N39°27.73′ W84°15.11′ CINCINNATI
898 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE DAY L–27E
RWY 01–19: H4502X65 (ASPH) RWY MIRL (NSTD) 0.3% up N IAP
RWY 01: REIL. PAPI(P4R). Thld dsplcd 630′. P-line. Rgt tfc.
RWY 19: REIL. PAPI(P4L). Thld dsplcd 410′ (dalgt). Trees.
AIRPORT REMARKS: Attended 1230–0300Z‡. PAEW adjacent rwy and twy indef. NSTD MIRL Rwy 01–19, not located at correct place adjacent to dsplcd thld markings. Rwy 19 dsplcd thld not lgtd. Rwy 01 dsplcd thld at the 630′ mark is not lgtd. The former dsplcd thld at 363′ mark is lgtd for night ops. Rwy 19 PAPI OTS indef. Rwy 01 REIL OTS indef. ACTIVATE MIRL Rwy 01–19—123.075.
WEATHER DATA SOURCES: AWOS–3 120.55 (513) 934–5500.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225
Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)
DAYTON CLNC DEL 119.4 (937) 454–7282
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 279° 21 NM to fld 1050/4W.
ONIDA NDB (LOM) 223 MW N39°34.69′ W84°19.42′ 159° 7.7 NM to fld. NOTAM FILE DAY. Unmonitored.



LEIPSIC

RUHE'S (R47) 3W UTC−5(−4DT) N41°06.19′ W84°03.11′ **DETROIT**
801 S4 NOTAM FILE CLE **L–28J**

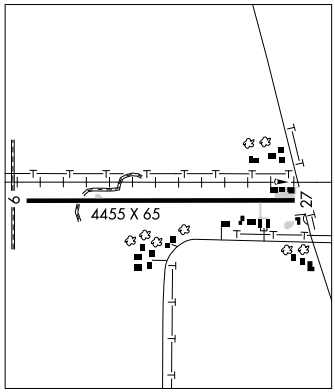
RWY 09–27: H4455X65 (ASPH) LIRL (NSTD)
RWY 09: Railroad. **RWY 27:** Antenna.

AIRPORT REMARKS: Attended dalgt hrs. Field primary for dusting/spraying ops. Most tkfs to W; ldgs E; no tfc pattern for agriculture planes. For LIRL Rwy 09–27 call 419–943–3352. Rwy 09–27 NSTD LIRL. Thld lgtd with 360° green lgts and Rwy lgts S side offset 20′.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 306° 16.1 NM to fld. 820/2W.



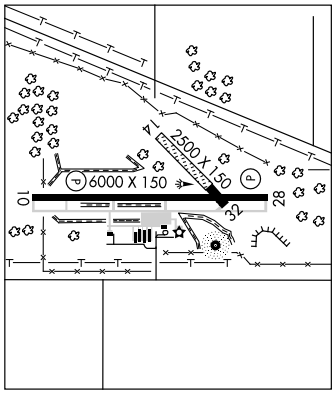
LIMA ALLEN CO (AOH) 5 SE UTC−5(−4DT) N40°42.45′ W84°01.62′ **DETROIT**
975 B S4 **FUEL** 100LL, JET A1 + OX 1 NOTAM FILE AOH **H–10G, L–27E**
RWY 10–28: H6000X150 (ASPH) D–60 HIRL 0.5% up E. **IAP**
RWY 10: PAPI(P4L)—GA 3.0° TCH 46′. Tree.
RWY 28: REIL. PAPI(P4R)—GA 3.0° TCH 46′.
RWY 14–32: 2500X150 (ASPH–TURF)
RWY 14: Pole. **RWY 32:** Tree.

AIRPORT REMARKS: Attended Mon–Thr 1100–0100Z‡, Fri 1100–2300Z‡, Sat 1400–2000Z‡, Sun 1600–2000Z‡. Rwy 14–32 CLOSED winters. Rwy 14–32 first 600′ Rwy 32 paved 150′ wide. PAPI Rwy 10 and Rwy 28 opr continuously. ACTIVATE HIRL Rwy 10–28 and REIL Rwy 28—CTAF.

WEATHER DATA SOURCES: ASOS 108.4 AOH (419) 224–6098.

COMMUNICATIONS: CTAF/UNICOM 122.7
ALLEN CO RCO 122.1R 108.4T (DAYTON RADIO)
INDIANAPOLIS CENTER APP/DEP CON 128.075

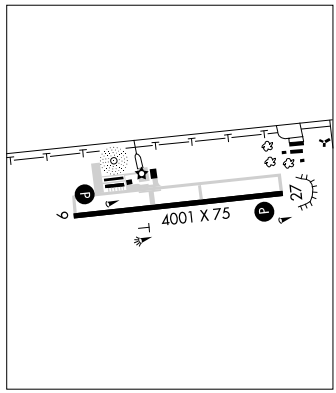
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 222° 19.3 NM to fld. 820/2W.
NOTAM FILE FDY.
ALLEN CO (T) VOR 108.4 AOH N40°42.43′ W83°58.09′ 274° 2.7 NM to fld. **ASOS.**
VOR portion unusable 091°–109° byd 20 NM.
NDB (MHW) 362 LYL N40°42.27′ W84°01.40′ at fld. Unmonitored. SHUTDOWN.
ILS 109.3 I–AOH Rwy 28. Class 1E. LOC unusable byd 25° left side of course. ILS unmonitored.



LONDON N39°55.89′ W83°27.84′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 263 UYF at Madison Co. **L–29A**

LONDON

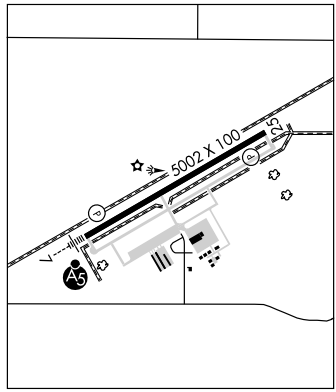
MADISON CO (UYF) 3N UTC−5(−4DT) N39°55.96′ W83°27.72′ — CINCINNATI
1082 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY — L–29A
RWY 09–27: H4001X75 (ASPH) S–30, D–40 MIRL 0.8% up W — IAP
RWY 09: REIL. PAPI(P4L)–TCH 31′.
RWY 27: REIL. PAPI(P4L)–TCH 31′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, Sat–Sun 1400–2200Z‡. 24 hr self svc fuel after hrs. ACTIVATE MIRL Rwy 09–27 and PAPI and REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225
Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ 076° 18.6 NM to fld. 1047/4W.
LONDON NDB (MHW) 263 UYF N39°55.89′ W83°27.84′ at fld. NOTAM FILE DAY.



LORAIN CO RGNL (See LORAIN/ELYRIA)

LORAIN (ELYRIA)

LORAIN CO RGNL (LPR) 6 S UTC−5(−4DT) N41°20.66′ W82°10.66′ — DETROIT
793 B S4 **FUEL** 100LL, JET A TPA—1793(1000) NOTAM FILE LPR — H–10G, L–30G
RWY 07–25: H5002X100 (ASPH–GRVD) S–80, D–110, 2S–175, 2D–180 HIRL — IAP
RWY 07: MALSR. PAPI(P4L)—GA 3.0° TCH 54′.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
AIRPORT REMARKS: Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended Mon–Fri 1200–0400Z‡, Sat–Sun 1200–0300Z‡. Birds; coyotes and deer on and invof arpt. Pilots opr in Oberlin area req to avoid and remain well clear of Oberlin College due to music conservatory. All tfc ops N of arpt as per FAR Part 93, Subpart J. HIRL Rwy 07–25 preset low ints, to increase ints and ACTIVATE MALSR Rwy 07—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (440) 323–7088.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **CLEVELAND APP/DEP CON** 126.35 **CLNC DEL** 125.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 226° 1.1 NM to fld. 780/5W. **HIWAS.**
ILS 111.7 I–LQG Rwy 07.
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.



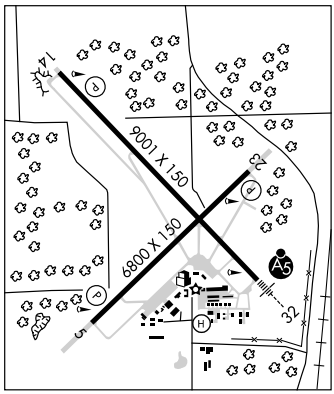
MADEIRA N39°13.37′ W84°21.32′ NOTAM FILE LUK. — CINCINNATI
NDB (MHW) 379 MDE 206° 7.7 NM to Cincinnati Muni Arpt Lunken Fld. Unmonitored when twr clsd. — L–27E

MADISON CO (See LONDON)

MAD RIVER INC (See TREMONT CITY)

MANNS N40°45.98′ W82°26.71′ NOTAM FILE MFD. — DETROIT
NDB (MHW/LOM) 372 MF 321° 4.6 NM to Mansfield Lahm Rgnl. — L–29A

MANSFIELD LAHM RGNL (MFD) 3 N UTC−5(−4DT) N40°49.29′ W82°31.00′ **DETROIT**
1297 B S4 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE MFD **H–10G, L–29A**
RWY 14–32: H9001X150 (ASPH–GRVD) S–150, D–185, 2S–175, 2D–300 HIRL **IAP, AD**
RWY 14: PAPI(P4L)—GA 3.0° TCH 42′. Road. 0.9% up.
RWY 32: MALSR. Trees.
RWY 05–23: H6800X150 (ASPH–GRVD) S–90, D–96, 2S–175, 2D–150 HIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 50.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	14–32	4350
RWY 14	05–23	6100

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–6795	TODA–6795	ASDA–6795	LDA–6795
RWY 14:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 23:	TORA–6795	TODA–6795	ASDA–6795	LDA–6795
RWY 32:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001

AIRPORT REMARKS: Attended 1200–0400Z‡. Deer and birds and waterfowl on and invof arpt. Increased deer hazard during fall and winter season. Two hrs PPR for air carrier ops with more than 30 passenger seats call 419–522–2191. Acft on either end of Rwy 05–23 and Rwy 14–32 cannot be seen on the other end due to rwy grade. Acft larger than a ''G1'' or with a wing span greater than 80′ (tip to tip) are restricted on Twys G/H/J/L/M/N and should use the main ramp area. When twr clsd ACTIVATE HIRL Rwy 05–23 and Rwy 14–32; MALSR Rwy 32; REIL Rwys 05 and 23—CTAF. Rwy 32 RVR avbl. Ldg fees on all commercial oprs invoiced on monthly basis; for other arrangements contact arpt manager on 419–522–2191.
WEATHER DATA SOURCES: ASOS (419) 522–1375. LAWRS.
COMMUNICATIONS: CTAF 119.8 **ATIS** 125.3 **UNICOM** 122.95
RCO 122.1R 108.8T (CLEVELAND RADIO) **RCO** 122.6 (CLEVELAND RADIO)
Ⓡ **APP/DEP CON** 124.2 127.35 (1100–0400Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)
TOWER 119.8 (1100–0400Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc effective 1100–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
(L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 133° 4.4 NM to fld. 1210/3W.
MANNS NDB (MHW/LOM) 372 MF N40°45.98′ W82°26.71′ 321° 4.6 NM to fld
ILS 110.5 I–MFD Rwy 32. Class IA. LOM MANNS NDB. Unmonitored when twr clsd. LOC unusable from 0.3 NM to thld.
ASR (1100–0400Z‡)

• •

HELIPAD H2: H24X24 (ASPH)
HELIPORT REMARKS: Helipad H2 perimeter lgts.

MANTUA

MILLS (7E3) 3 SW UTC−5(−4DT) N41°14.30′ W81°15.23′ **DETROIT**
1140 NOTAM FILE CLE
RWY 03–21: 2640X60 (TURF)
RWY 03: Tree. **RWY 21:** P–lines.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

MARATHON N41°00.89′ W83°39.86′. NOTAM FILE FDY. **DETROIT**
(T) VORW 114.9 MAH at Findlay. Unmonitored. **L–28J**
VOR unusable

340°–067°	068°–078° byd 12 NM
085°–135°	079°–130° byd 12 NM
079°–130°	131°–339° byd 12 NM

MARION MUNI (MNN) 3 NE UTC−5(−4DT) N40°36.98′ W83°03.81′ **DETROIT**
993 B S4 **FUEL** 80, 100LL, JET A1 + TPA—1793(800) NOTAM FILE MNN **H–10G, L–29A**
RWY 07–25: H5000X100 (ASPH–GRVD) S–70, D–95, 2S–121, 2D–150 MIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 24′. Road. **RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 31′. Trees.
RWY 13–31: H3498X100 (ASPH–GRVD) S–56, D–68, 2S–86, 2D–105 MIRL
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 21′. Trees. **RWY 31:** REIL. PAPI(P2L)—GA 3.0° TCH 21′. Acft.
AIRPORT REMARKS: Attended 1300–2200Z‡. Glider activity on and invof arpt. Gliders and towplanes use rgt tfc pattern for Rwy 07 and Rwy 31. Transient acft follow ramp signs to main ramp. Twy D cannot be used to taxi between rwy and ramp area by acft with wingspan greater than 35′. After 0500Z‡ ACTIVATE MIRL Rwy 07–25 and Rwy 13–31; REIL Rwy 07; Rwy 25; Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 119.975 (740) 383–3400. SAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLNC DEL** 126.8
CLEVELAND CENTER APP/DEP CON 135.1 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 238° 26.3 NM to fld. 1210/3W.
BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.83′ at fld. NOTAM FILE MNN.
NDB (MHW) 201 MNN N40°37.03′ W83°04.20′ at fld. Unusable byd 15 NM. NOTAM FILE MNN. SHUTDOWN.
ILS/DME 110.35 I–AEF Chan 40Y Rwy 25. LOC only.

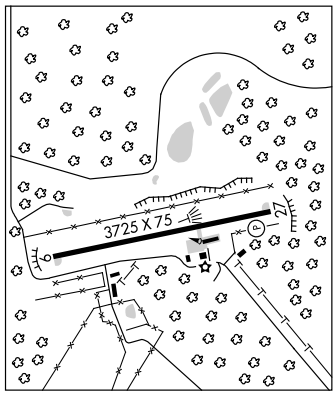
MARYSVILLE

UNION CO (MRT) 1 SE UTC−5(−4DT) N40°13.48′ W83°21.10′ **DETROIT**
1021 B S4 **FUEL** 100LL, JET A1+ OX 1, 2, 3, 4 NOTAM FILE DAY **L–29A**
RWY 09–27: H4218X75 (ASPH) S–17 MIRL 0.6% up W. **IAP**
RWY 09: REIL. PAPI(P4L)—GA 4.0° TCH 20′. Tree.
RWY 27: REIL. PAPI(P4L)—GA 4.0°TCH 42′. Thld dsplcd 124′. Railroad.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0000Z‡. For svc after hrs call 740–815–5455. 24 hr credit card svc avbl fuel. Deer and birds on and invof arpt. ACTIVATE MIRL, REIL, PAPI Rwy 09–27—CTAF. Ramp fee for commercial acft.
WEATHER DATA SOURCES: AWOS–3 119.275 (937)–644–2967.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 120.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 102° 32 NM to fld. 1080/5W.
COMM/NAV/WEATHER REMARKS: AWOS–3 unusable byd 6 NM.

MAYFIELD (See AKRON)

McARTHUR

VINTON CO (22I) 5 NE UTC−5(−4DT) N39°19.69′ W82°26.51′ **CINCINNATI**
958 B **FUEL** 100LL NOTAM FILE DAY **L–29A**
RWY 09–27: H3725X75 (ASPH) MIRL
RWY 09: Trees. **RWY 27:** PAPI(2PL). Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 740–357–0268 or 740–596–0002. Occasional deer and geese on and invof arpt. ACTIVATE MIRL Rwy 09–27—122.9.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 334° 39.5 NM to fld. 880/3W.



McCONNELSVILLE

MORGAN CO (I71) 3 E UTC−5(−4DT) N39°39.26′ W81°48.19′ — CINCINNATI L–29B

1000 B **FUEL** 100LL TPA—1800(800) NOTAM FILE CLE

RWY 12–30: H3500X65 (ASPH) S–12 MIRL

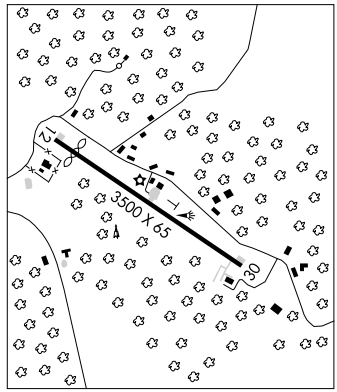
RWY 12: Thld dsplcd 350′. Road. **RWY 30:** REIL. Tree.

AIRPORT REMARKS: Unattended. For fuel use phone in Administration Building and refer to list above phone. Rwy 12–30 sfc has loose aggregate, large cracks with grass growing through them. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 12–30 and REIL Rwy 30—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 172° 17.7 NM to fld. 900/6W.



MEDINA MUNI (1G5) 4 E UTC−5(−4DT) N41°07.89′ W81°45.90′ — DETROIT L–30G IAP

1190 B S4 **FUEL** 100LL NOTAM FILE CLE

RWY 09–27: H3556X75 (ASPH) S–30 MIRL 0.4% up E

RWY 09: PAPI (P4L). Trees. **RWY 27:** REIL. PAPI (P4L)—GA 3.5° TCH 30′.

RWY 01–19: H2867X60 (ASPH) S–25 MIRL 0.7% up N

RWY 01: PAPI (P4L). P–line. **RWY 19:** PAPI (P4L). Thld dsplcd 737′. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer on and invof arpt. PAEW twys. Rwy 09–27 has severe cracking with much foreign object damage potential. Rwy 09 PAPI OTS indef. MIRL Rwy 09–27, MIRL Rwy 01–19, PAPI Rwys 09, 27, 01 and 19 opr dusk–0300Z‡; after 0300Z‡ ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **CLEVELAND APP/DEP CON** 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 132° 22.5 NM to fld. 780/5W. **HIWAS.**

METCALF FLD (See TOLEDO)

MIAMI UNIVERSITY (See OXFORD)

MIDDLE BASS–EAST POINT (See MIDDLE BASS ISLAND)

MIDDLE BASS ISLAND

MIDDLE BASS–EAST POINT (3W9) 1 NE UTC−5(−4DT) N41°41.67′ W82°47.79′ — DETROIT

582 NOTAM FILE CLE

RWY 09–27: 2085X67 (TURF)

RWY 09: Berm. **RWY 27:** Trees. Rgt tfc.

AIRPORT REMARKS: Attended May–Oct irregularly, unattended Nov–Apr. Rwy soft and wet in spring. Numerous trees and buildings in close proximity of rwy. Be alert: Expect significant windshear and turbulence on apch and departure when winds exceed 10 Kt speed.

COMMUNICATIONS: CTAF 122.9

MIDDLE BASS ISLAND (3T7) 1 NE UTC−5(−4DT) N41°41.11′ W82°48.29′ — DETROIT

580 TPA—1580 (1000)

RWY 10–28: H1852X75 (ASPH)

RWY 10: PAPI(P4L). Thld dsplcd 52′. Building. Rgt tfc.

RWY 28: PAPI(P4L). Ground.

AIRPORT REMARKS: Unattended. All tfc patterns remain S of arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8

MIDDLEFIELD

GEAUGA CO (7G8) 1 SE UTC−5(−4DT) N41°26.98′ W81°03.78′ **DETROIT**

1174 B **FUEL** 100LL TPA—2199(1025) NOTAM FILE CLE **L–30G**

RWY 11–29: H3500X65 (ASPH) S–18.5 HIRL 0.5% up W. **IAP**

RWY 11: REIL. TRCV (TRIR). Thld dsplcd 180′. Tank. **RWY 29:** REIL. TRCV (TRIL). Trees.

AIRPORT REMARKS: Unattended. Use care when taxiing on ramp, loose gravel and rough areas. ACTIVATE HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF. Rwy 11 and Rwy 29 TRCV OTS indef. Ultralight ops conduct a close–in 500′ AGL rgt hand pattern during dalgt hrs. Parallel twy clsd permanently, E of T–hangars.

COMMUNICATIONS: CTAF/UNICOM 123.0

CHARDON RCO 122.1R 112.7T (CLEVELAND RADIO)

Ⓡ **CLEVELAND APP/DEP CON** 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 137° 6.1 NM to fld. 1310/5W.

COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.

MIDDLETOWN RGNL/HOOK FLD (MWO) 2 N UTC−5(−4DT) N39°31.91′ W84°23.79′ **CINCINNATI**

650 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE DAY **H–10G, L–27E**

RWY 05–23: H6100X100 (ASPH) S–66, D–78, 2S–99, 2D–140 MIRL **IAP**

RWY 05: REIL. PAPI(P4L). Trees.

RWY 23: REIL. PAPI(P4L). Thld dsplcd 299′. Tree. Rgt tfc.

RWY 08–26: 3040X297 (TURF)

RWY 08: Thld dsplcd 951′. Trees. **RWY 26:** Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2300Z‡. CAUTION: Ultralights enter/exit pattern at Rwy 08 to N lower than regular tfc pattern. Ultralights do not fly S of Rwy 26. Rwy 08–26 marked with white and black cones. ACTIVATE MIRL Rwy 05–23—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.025 (513) 422–3505.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225 Ⓡ**DAYTON DEP CON** 126.5 (091°–180°)

DAYTON CLNC DEL 119.4 (937) 454–7282

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 126° 24.5 NM to fld. 1135/3W.

HOOK FLD NDB (MHW) 239 HKF N39°29.93′ W84°26.85′ 054° 3.1 NM to fld. NOTAM FILE DAY. NDB OTS indef.

ONIDA NDB (LOM) 223 MW N39°34.70′ W84°19.41′ 235°4.4 NM to fld. Unmonitored.

ILS 111.1 I–MWO Rwy 23 LOM ONIDA NDB. LOC only.

MIDWEST N39°25.78′ W83°48.07′ NOTAM FILE ILN. **CINCINNATI**

(T) VORW/DME 112.9 MXQ Chan 76 at Airborne Airpark. 1050/4W. **H–10G, L–27E**

Unmonitored when twr clsd.

VOR unusable 051°–224°, 170°–275°.

MILLER (See ALLIANCE)

MILLER FARM LANDING STRIP (See BALTIMORE)

MILLERSBURG

HOLMES CO (1Ø G) 2 SW UTC−5(−4DT) N40°32.23′ W81°57.26′ **DETROIT**

1218 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE CLE **L–29B**

RWY 09–27: H3498X65 (ASPH) S–14, D–25 MIRL 1.0% up W. **IAP**

RWY 09: REIL. Pole. **RWY 27:** REIL. VASI(V2L).

AIRPORT REMARKS: Attended Mon–Fri 1300–0000Z‡, Sat 1400–2300Z‡, Sun 1730–2200Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27—123.4.

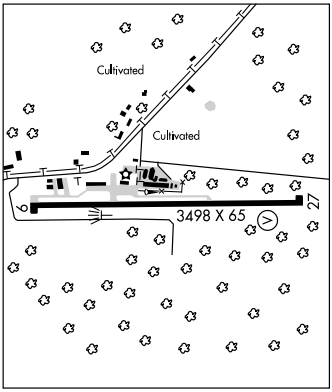
WEATHER DATA SOURCES: AWOS–3 128.325 (330) 674–6279.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 062° 9.2 NM to fld. 1340/3W.



MILLS (See MANTUA)

MONROE CO (See WOODSFIELD)

MORAINE AIR PARK (See DAYTON)

MORGAN CO (See McCONNELSVILLE)

MORROW CO (See MOUNT GILEAD)

MOUNT GILEAD

MORROW CO (4I9) 2 SW UTC−5(−4DT) N40°31.47′ W82°51.00′ **DETROIT**

1085 B S4 NOTAM FILE CLE **L–29A**

RWY 10–28: H3497X65 (ASPH) S–3 MIRL 0.3% up E **IAP**

RWY 10: Trees. **RWY 28:** SAVASI(S2L)—GA 4.0° TCH 26′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. VFR ops only. Rwy 28 SAVASI OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 213° 23.8 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.81′ 124° 11.2 NM to fld. NOTAM FILE MNN.

MOUNT VERNON

KNOX CO (4I3) 4 SW UTC−5(−4DT) N40°19.74′ W82°31.57′ **DETROIT**

1191 B S4 **FUEL** 80, 100LL, JET A1+ TPA—1999(808) NOTAM FILE CLE **H–10G, L–29A**

RWY 10–28: H5500X100 (ASPH) S–55, D–100 MIRL **IAP**

RWY 10: REIL. PAPI(P4L). Tree. **RWY 28:** REIL. PAPI(P4L).

AIRPORT REMARKS: Attended Nov–Mar Mon–Fri 1200–2300Z‡, Apr–Oct Mon–Fri 1200–0000Z‡, Sat 1400–2200Z‡, Sun 1500–2200Z‡. For attendance other times call 24 hrs in advance 740–694–4687. Deer on and invof arpt. ACTIVATE MIRL Rwy 10–28—CTAF. Rwy 10 and Rwy 28 PAPI's opr continuously.

WEATHER DATA SOURCES: AWOS–3 126.05 (740) 397–6297.

COMMUNICATIONS: CTAF/UNICOM 123.05

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 **CLNC DEL** 119.45

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 250° 19.9 NM to fld. 1340/3W.

WYNKOOP (6G4) 2 S UTC−5(−4DT) N40°21.90′ W82°29.74′ **DETROIT**
1041 B S2 **FUEL** 100LL NOTAM FILE CLE
RWY 06–24: 3355X90 (TURF) LIRL (NSTD)
RWY 06: Thld dsplcd 43′. Trees. **RWY 24:** Thld dsplcd 400′. Road.
RWY 09–27: 2600X65 (TURF–DIRT)
RWY 09: Brush. **RWY 27:** Road.
AIRPORT REMARKS: Attended Apr–Sep Mon–Sat 1300–2300Z‡, Oct–Mar Mon–Sat 1300–2100Z‡. Deer on and invof arpt. For rotating bcn call 740–392–9125. Rwy 06–24 NSTD LIRL; one green thld lgt each side of thld; dsplcd thlds not lgtd; 2617′ of rwy lgtd. NSTD LIRL ops dusk–dawn Apr–Oct. Rwy 06–24 edges and dsplcd thlds marked with white lgt fixtures with small white cones attached.
COMMUNICATIONS: CTAF 122.9

MOUNT VICTORY

ELLIOTTS LANDING (O74) 1 SE UTC–5(−4DT) N40°31.48′ W83°30.70′ **DETROIT**
1045 NOTAM FILE DAY
RWY 15–33: 2750X110 (TURF)
RWY 15: Trees. **RWY 33:** P–line.
AIRPORT REMARKS: Unattended. Rwy 15–33 marked with tires on each end.
COMMUNICATIONS: CTAF 122.9.

NAPOLEON

HENRY CO (7W5) 3 E UTC−5(−4DT) N41°22.46′ W84°04.11′ **DETROIT**
683 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE **L–28J**
RWY 10–28: H3956X65 (ASPH) MIRL **IAP**
RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 25′. Trees.
AIRPORT REMARKS: Attended Apr–Sep 1300Z‡–dusk, Oct–Mar, Mon–Sat 1300–2230Z‡. Rwy 28 REIL OTS indef. ACTIVATE MIRL Rwy 10–28; REIL Rwy 10 and Rwy 28; PAPI Rwy 10 and Rwy 28–CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 259° 19.9 NM to fld. 660/2W.

NEIL ARMSTRONG (See WAPAKONETA)

NEWARK N40°01.56′ W82°27.81′ NOTAM FILE DAY. **DETROIT**
NDB (MHW) 524 HEH at Newark–Heath. **L–29A**

NEWARK–HEATH (VTA) 3 SW UTC−5(−4DT) N40°01.48′ W82°27.71′ **DETROIT**
884 B S4 **FUEL** 100LL, JET A1+ OX 1, 2 TPA—1900(1016) NOTAM FILE VTA **L–29A**
RWY 09–27: H4649X75 (ASPH) S–30 LIRL 0.3% up W **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.25° TCH 27′. Thld dsplcd 455′. Road.
RWY 27: REIL. PAPI(P4R)—GA 3.25° TCH 20′. Fence.
AIRPORT REMARKS: Attended Apr–Oct 1230–0030Z‡, Nov–Mar 1230‡–dark. Fuel avbl 1230Z‡–dark. Deer occasionally on or near rwy. Rwy 09 and 27 REILS OTS indef. MIRL Rwy 09–27 and REIL Rwys 09 and 27 operates low intensity continuously to increase intensity—123.3.
WEATHER DATA SOURCES: ASOS 121.125 (740) 522–1066.
COMMUNICATIONS: CTAF/UNICOM 122.7
APPLETON RCO 122.1R 116.7T (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 120.2 **CLNC DEL** 124.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 148° 9.6 NM to fld. 1350/6W. **HIWAS.**
NDB (MHW) 524 HEH N40°01.56′ W82°27.81′ at fld.
ILS 110.9 RXK Rwy 09. LOC only.

NEWCOMERSTOWN N40°13.75′ W81°28.59′ NOTAM FILE CLE. **DETROIT**
(L) VOR/DME 111.8 CTW Chan 55 017° 14.7 NM to Harry Clever Fld. 1180/7W. **HIWAS.** **H–10G, L–29B**
Unusable 015°–030°; 090°–100° byd 30 NM; 051°–066°; 011°–120° byd 30 NM blo 3300′.
RCO 122.1R 111.8T (CLEVELAND RADIO)

NEW LEXINGTON

PERRY CO (I86) 2 S UTC−5(−4DT) N39°41.50′ W82°11.87′ **CINCINNATI**

1051 B S2 **FUEL** 100LL NOTAM FILE CLE **L–29B**

RWY 08–26: H3498X75 (ASPH) MIRL 0.3% up SW **IAP**

RWY 08: Fence. **RWY 26:** REIL. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1300–2100Z‡. For fuel after hrs call 740–605–1966. For after hrs call ahead for svc 740–343–0933. Rwy 08–26 has 3″ to 4″ wide cracks at various locations. Rwy 26 REIL OTS indef. ACTIVATE MIRL 08–26 and REIL Rwy 26–122.8. Deer and turkey on and invof arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 229° 20.6 NM to fld. 900/6W.

NEW PHILADELPHIA

HARRY CLEVER FLD (PHD) 3 SE UTC−5(−4DT) N40°28.21′ W81°25.20′ **DETROIT**

894 B S4 **FUEL** 100LL, JET A+ NOTAM FILE PHD **L–29B**

RWY 14–32: H3951X100 (ASPH) S–52.5, D–67.5, 2S–86, 2D–140 MIRL **IAP**

RWY 14: REIL. PAPI(P4R)—GA 4.0° TCH 30′. Thld dsplcd 330′. Trees.

RWY 32: REIL. PAPI(P4L)—GA 4.0° TCH 54′. Road.

RWY 11–29: 1907X70 (TURF)

RWY 11: Trees. **RWY 29:** Trees.

AIRPORT REMARKS: Attended Apr–Sep 1300–0100Z‡, Oct–Mar 1300–2200Z‡. Two 919′ unlighted twrs 180′ NE of Rwy 14–32. ACTIVATE MIRL Rwy 14–32—123.3.

WEATHER DATA SOURCES: ASOS 121.425 (330) 339–1125.

COMMUNICATIONS: CTAF/UNICOM 122.8

BRIGGS RCO 122.1R 112.4T (CLEVELAND RADIO)

Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44′ W81°25.93′ 182° 16.2 NM to fld. 1230/4W.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 017° 14.7 NM to fld. 1180/7W. **HIWAS.**

NEWTON FALLS

BRACEVILLE (41N) 2 N UTC−5(−4DT) N41°12.67′ W80°58.16′ **DETROIT**

900 NOTAM FILE CLE **L–30G**

RWY 01–19: H3000X30 (ASPH)

RWY 01: Thld dsplcd 55′. Bldg. **RWY 19:** Trees.

AIRPORT REMARKS: Attended irregularly.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.48′ W81°12.09′ 63° 12.2 NM to fld. 1200/4W.

NOBLE CO (See CALDWELL)

NORTH BASS ISLAND (3X5) Ø NW UTC−5(−4DT) N41°43.08′ W82°49.27′ **DETROIT**

594 NOTAM FILE CLE

RWY 08–26: 1900X150 (TURF)

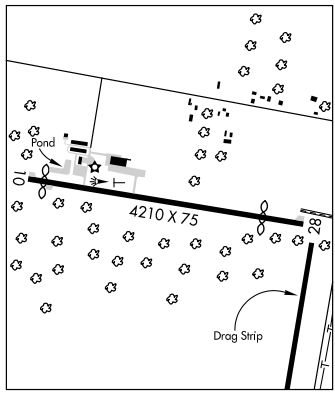
RWY 01–19: H1804X60 (ASPH)

RWY 01: Tree. **RWY 19:** Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 08–26 CLOSED indef. No touch and go landings and no student training. No ops dusk–dawn.

COMMUNICATIONS: CTAF/UNICOM 122.8

NORWALK–HURON CO (5A1) 3 E UTC−5(−4DT) N41°14.69′ W82°33.07′ **DETROIT**
852 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE **L–30F**
RWY 10–28: H4210X75 (ASPH) MIRL 0.4% up W **IAP**
RWY 10: Thld dsplcd 240′. Trees.
RWY 28: Thld dsplcd 668′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2200Z‡, Sun 1800–2300Z‡. ACTIVATE MIRL Rwy 10–28—CTAF. Drag strip on E end of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.9. (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 162° 12.3 NM to fld. 580/4W.



OHIO DUSTING CO INC (See PANDORA)

OHIO UNIVERSITY SNYDER FLD (See ATHENS–ALBANY)

OHIO STATE UNIVERSITY (See COLUMBUS)

OLD PORTAGE HELIPORT (See AKRON)

ONIDA N39°34.70′ W84°19.41′ NOTAM FILE MGY. **CINCINNATI**
NDB (LOM) 223 MW 234° 4.4 NM to Middletown Rgnl/Hook Fld. Unmonitored.

OTTAWA

PUTNAM CO (OWX) 3 NE UTC−5(−4DT) N41°02.14′ W83°58.92′ **DETROIT**
764 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE **L–28J**
RWY 09–27: H4427X65 (ASPH) MIRL **IAP**
RWY 09: REIL. Road. **RWY 27:** REIL. PAPI(P2L). Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. For svcs after hrs call 419–456–3410. Parachute Jumping. Extensive glider ops. Intensive agricultural ops and crop dusting. PAEW invof ramp indef. Windsock OTS indef. Rwy 09 REIL OTS indef. ACTIVATE MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.525 (419) 523–4151.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 297° 11.3 NM to fld. 820/2W.

OXFORD N39°30.45′ W84°46.84′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 282 OXD at Miami University. NDB unmonitored. **L–27E**

OXFORD

MIAMI UNIVERSITY (OXD) 2 W UTC−5(−4DT) N39°30.14′ W84°47.06′ **CINCINNATI**
1041 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–27E**
RWY 05–23: H4011X70 (ASPH–GRVD) S–34, D–50 LIRL (NSTD) **IAP**
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Thld dsplcd 270′. Road.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Trees.
AIRPORT REMARKS: Attended Sat–Sun 1400–2200Z‡, Nov–Apr Mon–Fri 1300–2100Z‡, May–Oct Mon–Fri 1300–0000Z‡, holidays irregularly. Fuel self svc avbl. Rwy 05 NSTD dsplcd thld lgts 190′ from thld. PAEW 40′ N of Rwy 05–23. NSTD MIRL Rwy 05–23 preset on low ints dusk–0200Z‡; to increase ints and ACTIVATE REIL Rwy 05 and Rwy 23–122.9; after 0200Z‡ ACTIVATE NSTD MIRL Rwy 05–23 and REIL Rwy 05 and Rwy 23–122.9.
WEATHER DATA SOURCES: AWOS–3 118.625 (513) 273–2032. Plus precipitation and thunderstorm.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CINCINNATI APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 173° 15.4 NM to fld. 1135/3W.
OXFORD NDB (MHW) 282 OXD N39°30.45′ W84°46.84′ at fld. NOTAM FILE DAY. NDB unmonitored.

PACKER (See RADNOR)

PAINESVILLE

CONCORD AIRPARK (2G1) 3 SE UTC−5(−4DT) N41°40.02′ W81°11.83′ **DETROIT**
999 **FUEL** 100LL NOTAM FILE CLE **L–30G**
RWY 02–20: H2181X38 (ASPH) S–12.5 LIRL 1.2% up SW. **IAP**
RWY 02: Trees. **RWY 20:** Brush.
AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. For local traffic only, for rwy lgts call 440–352–3228. Rwy 02–20 numbers small.
COMMUNICATIONS: CTAF/UNICOM 122.8
CHARDON RCO 122.1R 112.7T (CLEVELAND RADIO)
Ⓡ **CLEVELAND APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 355° 9.1 NM to fld. 1310/5W.
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.

PANDORA

OHIO DUSTING CO INC (6C2) 1 NW UTC−5(−4DT) N40°57.15′ W83°58.93′ **DETROIT**
765 S2 **FUEL** 100LL NOTAM FILE CLE
RWY 09–27: 3112X150 (TURF)
RWY 09: Thld dsplcd 720′. Trees. **RWY 27:** Thld dsplcd 490′. P–line.
AIRPORT REMARKS: Attended continuously. Rwy 27 p–line marked with orange balls. Rwy 09 and Rwy 27 dsplcd thld not marked.
COMMUNICATIONS: CTAF 122.9

PARR (See ZANESVILLE)

PARSONS (See CARROLLTON)

PATTERSON N39°49.14′ W84°03.33′ NOTAM FILE FFO. **CINCINNATI**
(T) TACAN Chan 99 FFO (115.2) at Wright Patterson AFB. 804/4W. **L–27E**
TACAN azimuth unusable:
295°–360° byd 10 NM blo 5,000′.

PAULDING AIRPORT INC (2H8) 2 NE UTC−5(−4DT) N41°10.09′ W84°33.41′ **DETROIT**
721 S4 OX 4 TPA—1500(779) NOTAM FILE CLE
RWY 18–36: 2861X80 (TURF) LIRL (NSTD)
RWY 36: Building.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Arpt CLOSED indef. ACTIVATE LIRL Rwy 18–36—122.9. Rwy 18–36 NSTD LIRL; thld lgts incorrect color.
COMMUNICATIONS: CTAF 122.9

PERRY CO (See NEW LEXINGTON)

PHILLIPSBURG (3I7) 0 N UTC−5(−4DT) N39°54.80′ W84°24.03′ **CINCINNATI**
1031 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 03–21: H3000X40 (ASPH) LIRL **IAP**
RWY 03: REIL. Thld dsplcd 130′. Tree. **RWY 21:** REIL. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Arpt CLOSED to helicopter training. Do not fly over school 2100′ S of arpt in line with rwy. Rwy 03–21 2416′ lgtd between dsplcd thlds only.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP CON** 134.45 (181°–359°) Ⓡ**DAYTON DEP CON** 134.45 (181°–359°) 118.0
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 183° 6.2 NM to fld. 990/1W. **HIWAS.**

PICKAWAY CO MEM (See CIRCLEVILLE)

PICKL N39°52.86′ W82°50.17′. NOTAM FILE LCK. **CINCINNATI**
NDB (LOM) 376 LC 231° 5.9 NM to Rickenbacker Intl.

PIKE CO (See WAVERLY)

PIQUA AIRPORT–HARTZELL FLD (I17) 3 NW UTC−5(−4DT) N40°09.88′ W84°18.51′ **DETROIT**
994 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–27E**
RWY 08–26: H3997X75 (ASPH) S–30, D–36 MIRL **IAP**
RWY 08: REIL. Tree. **RWY 26:** REIL. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Fuel avbl 24 hrs—credit card. Propeller repairs avbl. Aerobatic box lctd within 1 NM radius of arpt surface to 4500′ MSL SR–SS. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
ROSEWOOD RCO 122.1R, 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°) 134.45 (181°–359°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 026° 9.8 NM to fld. 990/1W. **HIWAS.**
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 244° 14.3 NM to fld. 1080/5W.

PORTAGE CO (See RAVENNA)

PORT BUCYRUS–CRAWFORD CO (See BUCYRUS)

PORT CLINTON N41°31.12′ W82°52.12′ NOTAM FILE CLE. **DETROIT**
NDB (MHW) 423 PCW at Carl R Keller Fld. **L–30F**

PORT CLINTON

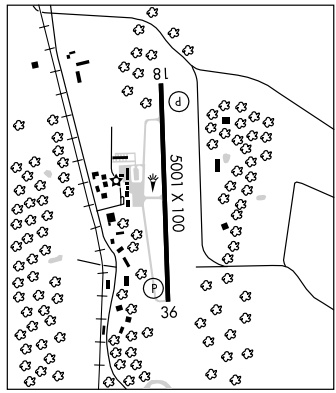
CARL R KELLER FLD (PCW) 3 E UTC−5(−4DT) N41°30.98′ W82°52.17′ **DETROIT**
590 B **FUEL** 100LL, JET A NOTAM FILE CLE **H–10G, L–30F**
RWY 09–27: H5646X100 (ASPH) S–16, MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.5° TCH 31′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 4° TCH 28′. Thld dsplcd 201′. Trees.
RWY 18–36: H4001X75 (ASPH) MIRL
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1300–2300Z‡. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (419) 734–9955
COMMUNICATIONS: CTAF/UNICOM 122.8
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 301° 10.9 NM to fld. 580/4W.
PORT CLINTON NDB (MHW) 423 PCW N41°31.12′ W82°52.12′ at fld.
COMM/NAV/WEATHER REMARKS: AWOS–3 ceiling unreliable.

PORT COLUMBUS INTL (See COLUMBUS)

PORTSMOUTH N38°46.91′ W82°50.67′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 373 PMH 002° 3.5 NM to Greater Portsmouth Rgnl. VFR only. **L–22E**

PORTSMOUTH

GREATER PORTSMOUTH RGNL (PMH) 10 NE UTC−5(−4DT) **CINCINNATI**
N38°50.43′ W82°50.84′ **H–10G, L–26G**
663 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY **IAP**



RWY 18–36: H5001X100 (ASPH) S–30, D–42, 2D–70 MIRL
RWY 18: REIL. PAPI(P4L) TCH 26′. Trees.
RWY 36: REIL. PAPI(P4L) TCH 31′. Tree.
AIRPORT REMARKS: Attended Apr–Dec 1300–0100Z‡, Jan–Mar 1300–0000Z‡. Hill obstruction lgts 460′ abv arpt (1124′ MSL) 1 mile S and 410′ abv arpt (1074′ MSL) ½ mile NW. Acft not visible from one rwy end to another or no line of sight between rwy ends. Rwy 36 REIL OTS indef. Ldg fee for commercial acft waived with fuel purchase. ACTIVATE MIRL Rwy 18–36; REIL Rwys 18 and 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.175 (740) 820–2500.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HUNTINGTON APP/DEP CON** 128.4
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 033° 13.3 NM to fld. 1040/5W.
PORTSMOUTH NDB (MHW) 373 PMH N38°46.91′ W82°50.67′ 002° 3.5 NM to fld. NOTAM FILE DAY. VFR only.

PUT IN BAY (3W2) 1 SW UTC−5(−4DT) N41°38.20′ W82°49.70′ **DETROIT**
595 NOTAM FILE CLE
RWY 03–21: H2870X75 (ASPH)
RWY 03: Thld dsplcd 452′. Trees. Rgt tfc. **RWY 21:** Thld dsplcd 657′. Trees.
AIRPORT REMARKS: Attended May–Sept 1300–0100Z‡, Oct–Apr 1230–2230Z‡. Acft ops prohibited dusk–dawn. Expect moderate turbulence on departure and approach when wind exceeds 10 knots. Acft ldng Rwy 21 or departing Rwy 03 stay 1000′ clear of Perry's Monument 352′ AGL/942′ MSL 1½ miles NE of arpt. No touch and go ldg; no student training. Parking/ramp fees are collected for all private or commercial acft. All pilots are required to check into the arpt office at the time of arrival. No tiedown ropes provided; please bring your own set. All acft are required to shut down engine(s) prior to enplaning/deplaning passengers.
COMMUNICATIONS: CTAF/UNICOM 122.8

PUTNAM CO (See OTTAWA)

RADNOR

PACKER (5E9) 3 NW UTC−5(−4DT) N40°24.48′ W83°13.16′ **DETROIT**
918 S4 **FUEL** 100LL TPA—1818(900) NOTAM FILE DAY
RWY 09–27: 3470X90 (TURF)
RWY 09: Thld dsplcd 120′. Road. **RWY 27:** Trees.
AIRPORT REMARKS: Attended continuously. Rwy 09–27 marked by cones.
COMMUNICATIONS: CTAF 122.9

RAVENNA

PORTAGE CO (29G) 3 N UTC−5(−4DT) N41°12.61′ W81°15.10′ **DETROIT**
1197 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE **L–30G**
RWY 09–27: H3500X75 (ASPH) MIRL **IAP**
RWY 09: REIL. Trees. **RWY 27:** REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. 24 hr self svc fuel. Paraglider ops by permit only. Deer on and invof arpt. All areas off rwy surface soft when wet or thawing. ACTIVATE MIRL Rwy 09–27; REIL Rwy 09 and Rwy 27 and PAPI Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (330) 298–9353.
COMMUNICATIONS: CTAF/UNICOM 123.05
AKRON RCO 122.1R, 114.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡) **CLNC DEL** 125.65
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 344° 6.5 NM to fld. 1194/4W.

READER–BOTSFORD (See WELLINGTON)

RED STEWART AIRFIELD (See WAYNESVILLE)

RICHARD DOWNING (See COSHOCTON)

RICKENBACKER INTL (See COLUMBUS)

ROSEWOOD N40°17.27′ W84°02.59′ NOTAM FILE DAY. DETROIT
(H) VORTAC 117.5 ROD Chan 122 246° 5.7 NM to Sidney Muni. 1080/5W. H–10G, L–27E
RCO 122.1R 117.5T (DAYTON RADIO)

ROSS CO (See CHILLICOTHE)

RUHE'S (See LEIPSIC)

RUSHSYLVANIA N40°27.54′ W83°40.08′ NOTAM FILE DAY. DETROIT
NDB (MHW) 326 RUV 233° 4.2 NM to Bellefontaine Rgnl. SHUTDOWN. L–27E

ST CLAIRSVILLE

ALDERMAN (2P7) 3 W UTC−5(−4DT) N40°03.41′ W80°57.79′ DETROIT
1187 B NOTAM FILE CLE L–29B
RWY 01–19: H2843X50 (ASPH) LIRL 0.8% up N. IAP
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended 1300Z‡—dusk. Rwy 01–19 surface has med block cracking throughout. South half of ramp – poor condition – broken pavement. Call ahead to ACTIVATE rotating bcn and LIRL Rwy 01–19—740–695–0908. Ldg fee.
COMMUNICATIONS: CTAF 122.9
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 297° 7.1 NM to fld. 1290/7W.

ST MARYS

GRAND LAKE ST MARYS SPB (012) 5 NE UTC−5(−4DT) N40°32.46′ W84°29.44′ DETROIT
871 NOTAM FILE DAY
WATERWAY 09–27: 7000X4000 (WATER)
WATERWAY 09: Buoy. **WATERWAY 27:** Buoy. Rgt tfc.
SEAPLANE REMARKS: Attended Apr–Nov 1300–2200Z‡. Arpt CLOSED Nov 15 thru Apr 1 and Memorial and Labor day. No ngt ldgs. No public docks; PPR req for private dock tie up; call 419–394–8797.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Acft operating at Seaplane Base should monitor 122.8 for tfc at Celina Lakefld and Neil Armstrong Wapakoneta Arpts.

SALEM

KOONS (8G8) 2 SW UTC−5(−4DT) N40°53.00′ W80°52.99′ DETROIT
1327 NOTAM FILE CLE
RWY 09–27: 1850X100 (TURF)
RWY 09: P–line. **RWY 27:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended dalgt hrs. Ldg fee.
COMMUNICATIONS: CTAF 122.9

SALEM AIRPARK INC (38D) 3 N UTC−5(−4DT) N40°56.89′ W80°51.73′ DETROIT
1162 B S4 **FUEL** 100LL NOTAM FILE CLE L–30G
RWY 10L–28R: H3404X50 (ASPH) LIRL (NSTD) 0.3% up E IAP
RWY 10L: Trees. **RWY 28R:** Thld dsplcd 258′. Trees.
RWY 10R–28L: 2593X85 (TURF) 0.4% up E
RWY 10R: Trees. **RWY 28L:** Pole.
AIRPORT REMARKS: Attended 1400Z‡–dusk. CAUTION: P–line crosses apch end of Rwys 28L and 28R at thld. CAUTION: Drag Strip 3500′ SE of arpt. Arpt bcn ops dusk–0430Z‡. Arpt lgts ops dusk–0500Z‡. ACTIVATE LIRL Rwy 10L–28R—CTAF. For rotating bcn after 0430Z‡ call airport manager before dusk on 330–533–1060. Rwy 10L–28R NSTD LIRL; Rwy 28R lgtd 330′ from rwy end with 360° green lgts; Rwy 10L lgtd 238′ from rwy end . Rwy 10R–28L marked with yellow cones on N side of rwy; rwy ends not marked.
COMMUNICATIONS: CTAF/UNICOM 122.7
AKRON–CANTON APP/DEP CON 125.5 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 205° 24.5 NM to fld. 1160/5W.
HIWAS.

SALT FORK LODGE HELIPORT (See CAMBRIDGE)

SANDUSKY N41°26.07′ W82°39.29′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 109.2 SKY Chan 29 at Griffing–Sandusky. 580/4W. H–10G, L–30F

SANDUSKY CO RGNL (See FREMONT)

SANDUSKY

GRIFFING–SANDUSKY (SKY) 3 SE UTC−5(−4DT) N41°26.00′ W82°39.14′ DETROIT
580 B S4 **FUEL** 100LL, JET A AOE NOTAM FILE CLE L–30F
RWY 09–27: H3559X60 (ASPH) S–9 LIRL IAP
RWY 09: REIL. Thld dsplcd 183′. Road. **RWY 27:** PAPI(P4L). Tree.
RWY 18–36: H2593X40 (ASPH) LIRL
RWY 36: Thld dsplcd 405′. Road.
AIRPORT REMARKS: Attended 1300–0000Z‡. Arpt CLOSED Christmas and Thanksgiving. Waterfowl bird hazard adjacent to arpt. Deer on and invof arpt. Ldg fee. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF/UNICOM 123.0
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ at fld. 580/4W.

SCHMELTZER HELIPORT (See AKRON)

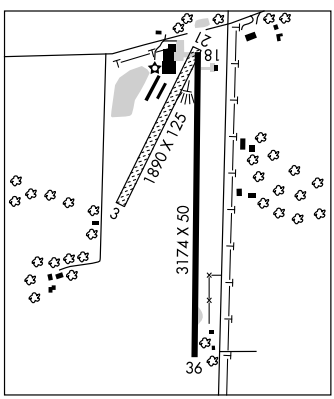
SEAGATE HELISTOP (See TOLEDO)

SEBRING

TRI–CITY (3G6) 1 SE UTC−5(−4DT) N40°54.36′ W81°00.00′ DETROIT
1188 **FUEL** 100LL NOTAM FILE CLE L–29B
RWY 17–35: H2768X45 (ASPH) MIRL (NSTD) IAP
RWY 17: Trees. **RWY 35:** Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. 100LL fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 17–35—CTAF. Rwy 17–35 NSTD MIRL; thld lgtd with 2 blue/red lgts each side.
COMMUNICATIONS: CTAF 122.9
AKRON RCO 122.1R 114.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 147° 15.2 NM to fld. 1194/4W.

SENECA CO (See TIFFIN)

SHELBY COMMUNITY (12G) 2 W UTC−5(−4DT) N40°52.39′ W82°41.84′ DETROIT
1120 B S4 NOTAM FILE CLE L–29A
RWY 18–36: H3174X50 (ASPH) S–5 LIRL (NSTD) IAP
RWY 18: Road. **RWY 36:** P–line.
RWY 03–21: 1890X125 (TURF)
RWY 03: Tree. **RWY 21:** Building.
AIRPORT REMARKS: Attended 1100–2200Z‡. Rwy 18–36 NSTD LIRL; Rwy 18 thld lgts 220′ from rwy end. Rwy lgts 62′ from east edge and 47′ from west edge of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 276° 4.9 NM to fld. 1210/3W



SIDNEY MUNI (I12) 3 S UTC−5(−4DT) N40°14.49′ W84°09.05′ **DETROIT**
1044 B S2 **FUEL** 100LL, JET A TPA—1844(800) NOTAM FILE DAY **L–27E**
RWY 10–28: H4785X75 (ASPH) MIRL **IAP**
RWY 10: PAPI(P2L). Thld dsplcd 480′. Trees. **RWY 28:** REIL. PAPI(P2R)—GA 3.0° TCH 40′. Road.
RWY 05–23: H2981X50 (ASPH)
RWY 05: Road. **RWY 23:** P–line.
AIRPORT REMARKS: Attended 1300–2300Z‡, ACTIVATE MIRL Rwy 10–28, and REIL Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.425 (937) 492–3683.
COMMUNICATIONS: CTAF/UNICOM 123.05
ROSEWOOD RCO 122.1R 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 246° 5.7 NM to fld. 1080/5W.

SPORTYS N39°04.06′ W84°12.92′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 245 PWF at Clermont Co. NDB unusable byd 15 NM. **L–27E**

SPRINGFIELD–BECKLEY MUNI (SGH)(KSGH) CIV/MIL/ANG 5 S UTC−5(−4DT) **CINCINNATI**
N39°50.42′ W83°50.41′ **H–10G, L–27E**
1051 B S4 **FUEL** 100LL, JET A TPA—See Remarks Class IV, ARFF Index A **IAP, DIAP, AD**
NOTAM FILE SGH

RWY 06–24: H9009X150 (ASPH–CONC–GRVD) S–50, D–60 PCN 60 R/B/W/T HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
RWY 24: ALSF2. PAPI(P4L)—GA 3.0° TCH 54′. Road.

RWY 15–33: H5499X100 (ASPH) S–12 MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Trees.
RWY 33: REIL. PAPI(P4L) TCH 36′. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–9009	TODA–9009	ASDA–9009	LDA–9009
RWY 15:	TORA–5499	TODA–5499	ASDA–5499	LDA–5499
RWY 24:	TORA–9009	TODA–9009	ASDA–9009	LDA–9009
RWY 33:	TORA–5499	TODA–5499	ASDA–5499	LDA–5499

ARRESTING GEAR/SYSTEM
RWY 06 ← HOOK E5 (35′ OVRN) BAK–14 BAK–12A(B) (943′)
BAK–14 BAK–12A(B) (991′) HOOK E5 (35′ OVRN) → **RWY 24**

MILITARY SERVICE: A–GEAR Cable raised by BAK–14 device on request to twr. BAK–12A(B) avbl Tue–Fri 1230–2130Z‡, may be extended, other times by NOTAM for mil flying. Rwy 06–24 E–5 chain in overrun, departure engagement only.
JASU 6(AM32A–60B) **FUEL** J8(Mil) (NC 100LL, A)
FLUID PRESAIR LPOX LOX **OIL** 0–133–148–156(Mil) SOAP

AIRPORT REMARKS: Attended 1200–2300Z‡. Deer on and invof arpt. Heavy bird activity fall and winter months. Caution: Bird watch cond phase I (Dec–Jun) indicates light bird activity. Phase II (Jul–Nov) indicates heavy activity normally associated with migratory season. During twr operating hours Rwy 24 is the preferred rwy, wind 10 knots or less. Rwy 06–24 arresting device may be up when twr clsd. Rwys 06 and 24 acft arresting device BAK 12 located 35′ beyond apch end Rwys 06 and 24. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 937–325–6108. Rwy 15–33 limited to 25,000 lbs single wheel load capacity or less. Noise Abatement: Avoid over flying Yellow Springs 2 NM SW blo 4000′, practice circling instrument approach not authorized blo 2000′ establish on final. Avoid overflying ANG ramp. When twr clsd ACTIVATE ALSF2 Rwy 24, MIRL Rwy 15–33; REIL Rwy 06, Rwy 15 and Rwy 33—CTAF. HIRL Rwy 06–24 preset on med ints to increase ints ACTIVATE—CTAF. Rwy 15–33 and Twy F not avbl for air carrier ops. Rwy 06–24 980′ concrete NE end, 1200′ concrete SW end. TPA 2100 (1049), overhead 2600 (1549).

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Mil practice instrument apch not authorized when twr clsd. **CAUTION** A–gear Rwy 06–24 may be up when twr clsd. **MISC** Military practice instrument approach not authorized when twr closed. Wx obsn–Rwy 06 apch end not visible from the official point of obsn. Visibility is ltd from SW to NW. **ANG** PPR at all times DSN 346–2319, C937–327–2319. Runway Condition Reading not avbl. All tran acft ctc 178 F/W OPS. Inbound acft accepting penetrate and radar vectors from IND Center and Dayton Apch expect extensive low altitude vectoring. Opr Tue–Fri 1230–2130Z‡, may be extended other times by NOTAM for mil flying. Std USAF RSRS applies.

WEATHER DATA SOURCES: ASOS 134.975. LAWRS.

COMMUNICATIONS: CTAF 120.7 **ATIS** 257.875 **UNICOM** 122.95
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225 327.1
TOWER 120.7 291.775 (Tue–Fri 1230–2130Z‡) other times by NOTAM. **GND CON** 121.7 225.4
178 FW OPS (SABER OPS) 324.7

AIRSPACE: CLASS D svc Tue–Fri 1230–2130Z‡, may be extended, other times by NOTAM for military flying, other times CLASS G.

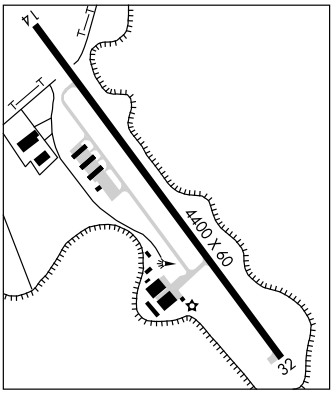
RADIO AIDS TO NAVIGATION: NOTAM FILE SGH.
(T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ at fld. 1047/4W. VOR portion unusable 156°–200°.
(T) TACAN Chan 65 XSF (133.8) N39°50.29′ W83°50.44′ at fld. 1052/4W. NOTAM FILE DAY. TACAN unusable 090°–115° blo 5000′ byd 15 NM. Unmonitored when twr clsd. No NOTAM MP Thu 1330–1530Z‡.
CLARK CO NDB (MHW) 341 CCJ N39°52.42′ W83°46.77′ 238° 3.4 NM to fld. NDB unmonitored.
ILS 111.3 I–SGH Rwy 24. Class IE. Unmonitored when twr clsd. No NOTAM MP Tue 1800–2100Z‡.

STANLEY N40°51.75′ W84°36.83′ NOTAM FILE DAY. **DETROIT**
NDB (MHW) 411 VFU at Van Wert Co. **L–27E**

STARK COUNTY SHERIFF HELIPORT (See CANTON)

STEUBENVILLE

JEFFERSON CO AIRPARK (2G2) 4 W UTC−5(−4DT) N40°21.57′ W80°42.00′ — DETROIT
1196 B **FUEL** 100LL, JET A NOTAM FILE CLE — L–29B
RWY 14–32: H4400X60 (ASPH) S–7 MIRL — IAP
RWY 32: REIL.
AIRPORT REMARKS: Attended 1300–2100Z‡. Fuel Jet A and 100LL avbl 24 hours with credit card. Deer on and invof arpt. Ultralight activity on and invof arpt weekday evenings and weekends. ACTIVATE MIRL Rwy 14–32; REIL Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
PITTSBURG APP/DEP CON 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.
WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.60′ W80°34.12′ 322° 8.5 NM to fld. 1270/07W.



SUMIE N39°59.17′ W82°45.27′ NOTAM FILE DAY. — CINCINNATI
NDB (HW/LOM) 391 CM 281° 6.4 NM to Port Columbus Intl. Unmonitored. — L–29A

TABEY N41°34.15′ W81°34.43′ NOTAM FILE BKL. — DETROIT
NDB (LOM) 248 BF 245° 5.8 NM to Burke Lakefront. SHUTDOWN.

TIFFIN N41°05.89′ W83°12.46′ NOTAM FILE CLE. — DETROIT
NDB (MHW) 269 TII at Seneca Co. NDB unmonitored. — L–28J, 29A

TIFFIN

SENECA CO (16G) 2 SW UTC−5(−4DT) N41°05.64′ W83°12.75′ — DETROIT
786 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE — L–28J, 29A
RWY 06–24: H4000X75 (ASPH) MIRL — IAP
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0°TCH 38′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Fuel available 24 hrs with credit card. Rwy 06 PAPI unusable byd 5° left of centerline. Rwy 24 VASI unusable byd 5° left of centerline. ACTIVATE MIRL Rwy 06–24; REIL and PAPI Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.175 (419) 443–1043.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 073° 26.0 NM to fld. 820/2W.
TIFFIN NDB (MHW) 269 TII N41°05.89′ W83°12.46′ at fld. NOTAM FILE CLE. NDB unmonitored.

TIVERTON N40°27.48′ W82°07.61′ NOTAM FILE CLE. — DETROIT
(L) VOR/DME 116.5 TVT Chan 112 062° 9.2 NM to Holmes Co. 1340/3W. — L–29A

TOLEDO

METCALF FLD (TDZ) 6 SE UTC−5(−4DT) N41°33.90′ W83°28.93′

DETROIT H–10G, L–28J IAP

623 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE TDZ

RWY 14–32: H5829X100 (ASPH–GRVD) S–63, D–85, 2S–107 MIRL

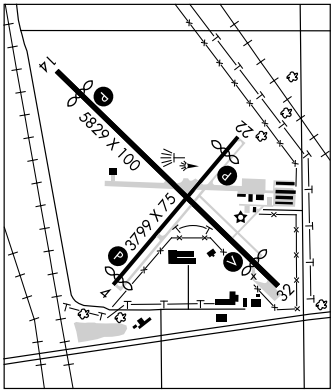
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Thld dsplcd 578′. Tower.

RWY 32: VASI(V4L)—GA 3.0° TCH 43′. Thld dsplcd 587′. Road.

RWY 04–22: H3799X75 (ASPH) S–63, D–85, 2S–107 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Thld dsplcd 100′. Road.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 380′. Railroad.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 14:	TORA 4600	TODA 4600	ASDA 5242	LDA 4680
RWY 32:	TORA 5268	TODA 5268	ASDA 5268	LDA 4680

AIRPORT REMARKS: Attended Mon–Fri continuously, Sat–Sun 1300–0100Z‡. Parallel twy Rwy 04–22 and Rwy 14–32 35′ wide. Seagulls on and invof arpt. Ldg fee. ACTIVATE MIRL Rwy 04–22 and Rwy 14–32, REIL and PAPI Rwy 04, Rwy 22, Rwy 14 and VASI Rwy 32—CTAF.

WEATHER DATA SOURCES: ASOS 121.575 (419) 838–5034.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 048° 9.8 NM to fld. 660/2W.

TOLEDO EXPRESS (TOL) 10 W UTC−5(−4DT) N41°35.21′ W83°48.47′

DETROIT H–10G, L–28J IAP, AD

683 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE TOL

RWY 07–25: H10599X150 (ASPH–GRVD) S–100, D–174, 2S–175, 2D–300, 2D/2D2–550 HIRL CL

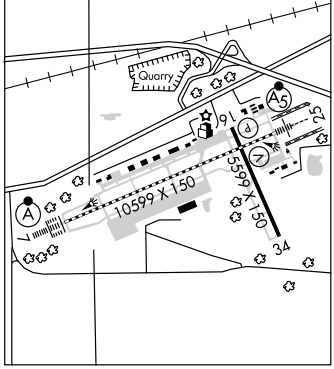
RWY 07: ALSF2. TDZL. Trees.

RWY 25: MALSR. VASI(V4L)—GA 3.0° TCH 51′. Trees. 0.3% up.

RWY 16–34: H5599X150 (ASPH–GRVD) S–100, D–174, 2S–175, 2D–300 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 48′. Trees.

RWY 34: REIL.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA 10599	TODA 10599	ASDA 10599	LDA 10599
RWY 16:	TORA 5599	TODA 5599	ASDA 5599	LDA 5599
RWY 25:	TORA 10599	TODA 10599	ASDA 10599	LDA 10599
RWY 34:	TORA 5599	TODA 5599	ASDA 5599	LDA 5599

ARRESTING GEAR/SYSTEM

RWY 07 ←BAK–12 BAK–12 →**RWY 25**

AIRPORT REMARKS: Attended continuously. Fuel and svc avbl 1300–0500Z‡. Birds and deer on and invof arpt. Twy A west of Rwy 16 and the ramp between Twy B9 and B13 not visible from twr. Customs: Sat–Sun req must be made prior to 2200Z‡ on Fri, phone 419–259–6424.

WEATHER DATA SOURCES: ASOS (419) 865–8351.

COMMUNICATIONS: ATIS 118.75 **UNICOM** 122.95

Ⓡ **APP/DEP CON** 126.1 (360°–179°) 134.35 (180°–359°) 123.975

TOWER 118.1 **GND CON** 121.9 **CLNC DEL** 121.75

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 319° 11.1 NM to fld. 664/2W.

TOPHR NDB (LOM) 219 TO N41°33.21′ W83°55.27′ 074° 5.5 NM to fld. Unmonitored. NOTAM FILE TOL.

ILS 109.7. I–TOL Rwy 07. Class IE. LOM TOPHR NDB.

ILS 108.7 I–BQE Rwy 25. Class IA. LOC unusable 0.4 NM inbound. ILS unmonitored when twr clsd.

ASR

SEAGATE HELISTOP (6T2) 00 N UTC−5(−4DT) N41°39.25′ W83°31.88′ **DETROIT**
650 NOTAM FILE CLE
HELIPAD H1: H50X50 (CONC)
HELIPORT REMARKS: Unattended. ACTIVATE orange perimeter lgts—CTAF. Helipad H1 NSTD 1–box (2 VASIS). Helipad H1 not marked with ''H.'' Helipad H1 perimeter lgts.
COMMUNICATIONS: CTAF/UNICOM 123.05

TOPHR N41°33.21′ W83°55.27′ NOTAM FILE TOL. **DETROIT**
NDB (LOM) 219 TO 074° 5.5 NM to Toledo Express. Unmonitored.

TORONTO

EDDIE DEW MEML AIRPARK (1G8) 2 NW UTC−5(−4DT) N40°28.55′ W80°37.69′ **DETROIT**
1084 NOTAM FILE CLE
RWY 16–34: 2268X145 (TURF) LIRL (NSTD)
RWY 16: Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Attended irregularly. ACTIVATE NSTD LIRL Rwy 16–34—CTAF. Rwy 16–34 NSTD LIRL; rwy ends marked with 360° green lgts.
COMMUNICATIONS: CTAF 122.9

TREMONT CITY

MAD RIVER INC (I54) 1 N UTC−5(−4DT) N40°01.20′ W83°49.71′ **DETROIT**
958 B S3 TPA—1803(845) NOTAM FILE DAY
RWY 09–27: 3405X110 (TURF) LIRL (NSTD)
RWY 09: Thld dsplcd 340′. Pole. **RWY 27:** Thld dsplcd 900′. Trees.
AIRPORT REMARKS: Attended irregularly. Rwy 09–27 NSTD LIRL; only 2167′ lgtd between dsplcd thlds. Rwy 09 first 340′ not marked; Rwy 27 first 505′ not marked; only 2560′ marked with orange cones; Rwy 09–27—dsplcd thlds marked with cones and one green lgt each side of rwy. Rwy lgts OTS indef. ACTIVATE LIRL Rwy 09–27—122.8.
COMMUNICATIONS: CTAF/UNICOM 123.0
DAYTON APP/DEP CON 118.425 (360°–096°)

TRI–CITY (See SEBRING)

TROY

TROY SKYPARK (37I) 4 SW UTC−5(−4DT) N39°59.45′ W84°16.23′ **CINCINNATI**
930 NOTAM FILE DAY
RWY 05–23: 3450X100 (TURF) LIRL (NSTD)
RWY 05: Thld dsplcd 225′.Trees. Rgt tfc. **RWY 23:** Thld dsplcd 985′. Trees.
AIRPORT REMARKS: Attended irregularly. ACTIVATE NSTD LIRL Rwy 05–23—CTAF. Rwy 05–23 NSTD LIRL; Rwy 23 end marked with 360° red lgts; Rwy 05–23 dsplcd thld lgtd with one green lgt each side of rwy; Rwy 05–23 marked with white buckets and lights; Rwy 05–23 dsplcd thld marked by green lgts and buckets.
COMMUNICATIONS: CTAF 122.9
DAYTON APP/DEP CON 134.45 (181°–359°)

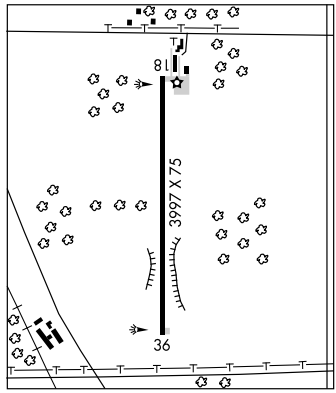
WACO FLD (1WF) 2 S UTC−5(−4DT) N40°00.89′ W84°11.88′ **CINCINNATI**
820 NOTAM FILE DAY
RWY 18–36: 2428X100 (TURF)
RWY 18: Thld dsplcd 600′. Tree. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Fri dawn–dusk. 405′ (AGL) lgtd radio antenna 4200′ NE of Rwy 18. Rwy 18–36 edges, thlds, and dsplcd thld Rwy 18 marked with white barrels.
COMMUNICATIONS: CTAF 122.9

UNION CO (See MARYSVILLE)

UNIVERSITY N39°15.44′ W82°07.56′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 250 UGS 247° 5.5 NM to Ohio University Snyder Fld. **L–29B**

UPPER SANDUSKY

WYANDOT CO (56D) 4 NW UTC−5(−4DT) N40°53.00′ W83°18.87′ — DETROIT
830 B NOTAM FILE CLE — L–28I, 29A
RWY 18–36: H3997X75 (ASPH) S–12.5 MIRL — IAP
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18–36—123.050.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 135.1 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 104° 20.5 NM to fld. 820/2W.



URBANA

GRIMES FLD (I74) 1 N UTC−5(−4DT) N40°07.96′ W83°45.21′ — DETROIT
1068 B S2 **FUEL** 100LL, JET A TPA—1868(800) NOTAM FILE DAY — L–27E
RWY 02–20: H4400X100 (ASPH) MIRL — IAP
RWY 02: REIL. PAPI(P4R). Tree. **RWY 20:** REIL. PAPI(P4L). Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡, Sat–Sun irregularly. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 02–20; REIL Rwys 02 and 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (937) 484–5863.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 130° 16.2 NM to fld. 1080/5W.

WELLER (38I) 3 SE UTC−5(−4DT) N40°05.47′ W83°41.36′ — DETROIT
1150 NOTAM FILE DAY
RWY 09–27: 2534X75 (TURF)
RWY 09: Trees. **RWY 27:** P–line.
AIRPORT REMARKS: Attended irregularly. Rwy 09–27 outlined with yellow tires. Trees on both sides of rwy at W end. Trees W of twy and S of rwy.
COMMUNICATIONS: CTAF/UNICOM 123.0

VAN WERT CO (VNW) 2 SW UTC−5(−4DT) N40°51.88′ W84°36.57′ — DETROIT
785 B **FUEL** 100LL, JET A TPA—1597(812) NOTAM FILE DAY — L–27E
RWY 09–27: H4000X75 (ASPH) S–8 MIRL — IAP
RWY 09: REIL. PAPI(P4L). P–line. **RWY 27:** REIL. PAPI(P4L). Trees.
RWY 18–36: 2610X105 (TURF)
RWY 18: Thld dsplcd 315′. Tree. **RWY 36:** Thld dsplcd 510′. P–line.
AIRPORT REMARKS: Attended Apr–Oct Mon–Sat 1400–2300Z‡, Sun by prior arrangement, Nov–Mar Mon–Sat 1500–2200Z‡, Sun 1700–2300Z‡. Parachute Jumping. Ultralights opr evenings, weekends and in no–wind conditions. Rwy 09 REIL OTS indef. Rwy 18 and Rwy 36 dsplcd thld marked with white L–shaped 2′×6′ concrete pads. Major airframe repairs. ACTIVATE MIRL Rwy 09–27 and REIL and PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.175 (419) 232–2967.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE–NE of active rwy) 127.2 (SW–NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 104° 27.2 NM to fld. 793/00E.
STANLEY NDB (MHW) 411 VFU N40°51.75′ W84°36.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: Approach control sectorization based upon Fort Wayne rwy usage.

VERSAILLES N40°12.37′ W84°31.36′ NOTAM FILE DAY. — DETROIT
NDB (MHW) 356 VES at Darke Co. Unmonitored. OTS indef. — L–27E

VERSAILLES

DARKE CO (VES) 2 SW UTC−5(−4DT) N40°12.27′ W84°31.92′ **DETROIT**

1007 B S3 **FUEL** 100LL, JET A+ NOTAM FILE DAY **L–27E**

RWY 09–27: H4512X75 (ASPH) S–12.5 MIRL **IAP**

RWY 09: REIL. PAPI(P2L). Road.

RWY 27: REIL. PAPI(P2L). Acft.

AIRPORT REMARKS: Attended dawn–dusk. FBO CLOSED on major holidays. CAUTION: Deer occasionally on rwy. ACTIVATE MIRL Rwy 09–27; REIL Rwys 09 and 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 123.75 (937) 526–3154.

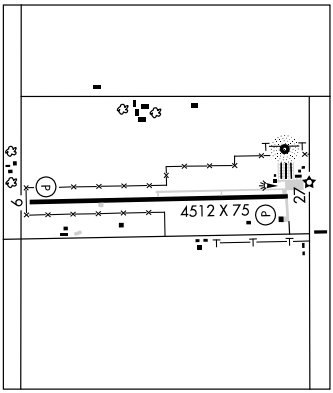
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 332° 12.9 NM to fld. 990/1W. **HIWAS.**

VERSAILLES NDB (MHW) 356 VES N40°12.37′ W84°31.36′ at fld. Unmonitored. OTS indef.



VINTON CO

(See McARTHUR)

WACO FLD

(See TROY)

WADSWORTH

WADSWORTH MUNI (3G3) 2 SW UTC−5(−4DT) N41°00.19′ W81°45.39′ **DETROIT**

974 B **FUEL** 100LL, JET A1+ NOTAM FILE CLE **L–29B**

RWY 02–20: H3529X75 (ASPH) MIRL **IAP**

RWY 02: VASI(V2R)—GA 3.5° TCH 27′. Thld dsplcd 129′. Tree.

RWY 20: VASI(V2L)—GA 3.5°TCH 48′. P–line.

RWY 10–28: H2392X35 (ASPH) 0.4% up E

RWY 10: Tree. **RWY 28:** Thld dsplcd 237′. Tree.

AIRPORT REMARKS: Attended 1300–2300Z‡. Arpt unattended all Federal Holidays. No line of sight between rwy 02 and 10. Rwy 10 CLOSED for tkf when wind is less than 15 knots from the E. Gliders use rgt tfc to Rwy 10. CAUTION: Glider activity use Rwy 10–28. Rwy 20 calm rwy blo 4 knots for noise abatement. Avoid hospital to the north. ACTIVATE MIRL Rwy 02–20 and VASI Rwy 02 and Rwy 20—CTAF.

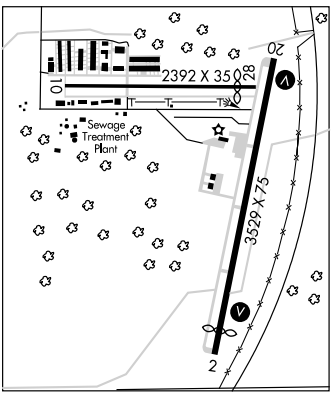
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 260° 26 NM to fld. 1194/4W.



WELTZIEN SKYPARK

(15G) 3 W UTC−5(−4DT) N41°01.70′ W81°47.91′ **DETROIT**

1210 B S4 **FUEL** 80, 100LL TPA—2000(790) NOTAM FILE CLE

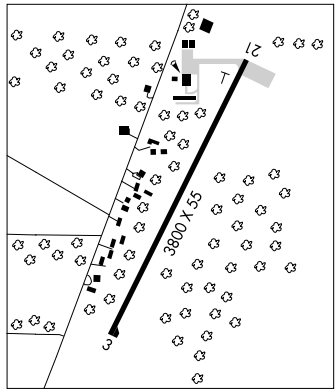
RWY 03–21: H2410X37 (ASPH) LIRL(NSTD)

RWY 03: Thld dsplcd 178′. Trees. **RWY 21:** PVASI (PSIL). Thld dsplcd 50′. Trees.

AIRPORT REMARKS: Attended continuously. Pavement strength limit to 6500 pounds per arpt manager. Rwy 03–21 no touch and go ldgs. ACTIVATE NSTD LIRL Rwy 03–21—CTAF. Rwy 03–21 NSTD LIRL due to spacing and not FAA approved L–800 series.

COMMUNICATIONS: CTAF/UNICOM 123.05

WAKEMAN (I64) 3 NE UTC−5(−4DT) N41°17.59′ W82°22.24′ **DETROIT**
848 S4 **FUEL** 100LL NOTAM FILE CLE **L–30F**
RWY 03–21: H3800X55 (ASPH) LIRL (NSTD)
RWY 03: Tree. **RWY 21:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk, Sun 1400Z‡–dusk. ACTIVATE NSTD LIRL Rwy 03–21—CTAF. Rwy 03–21 thld lgts offset. Rwy 03–21 NSTD LIRL, Rwy 21 lgts are located 135′ up rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 253° 10.2 NM to fld. 780/5W. **HIWAS.**



WAPAKONETA

NEIL ARMSTRONG (AXV) 8 SW UTC−5(−4DT) N40°29.61′ W84°17.89′ **DETROIT**
913 B S2 **FUEL** 100LL, JET A1+ OX 3 TPA—1903(990) NOTAM FILE DAY **H–10G, L–27E**
RWY 08–26: H5500X100 (ASPH–GRVD) MIRL **IAP**
RWY 08: Thld dsplcd 700′. Trees.
RWY 26: REIL. VASI(V2L)—GA 3.0 TCH 53′. Thld dsplcd 237′. Road.
RWY 18–36: 2631X80 (TURF)
RWY 18: Thld dsplcd 290′. Road. **RWY 36:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Rwy 18–36 CLOSED indef. Rwy 18–36 surface rough and uneven. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 26—122.7.
WEATHER DATA SOURCES: AWOS–3 128.325 (419) 753–2821.
COMMUNICATIONS: CTAF/UNICOM 122.8
ROSEWOOD RCO 122.1R 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 322° 17 NM to fld. 1080/5W.
ILS/DME 109.15 I–AXV Chan 28Y Rwy 26. LOC only. ILS OTS indef. DME OTS indef.

WARREN (62D) 5 NW UTC−5(−4DT) N41°16.02′ W80°55.64′ **DETROIT**
905 S2 **FUEL** 100LL NOTAM FILE CLE
RWY 04–22: H2907X30 (ASPH) LIRL (NSTD)
RWY 04: Thld dsplcd 87′. Trees. **RWY 22:** Thld dsplcd 578′. Trees.
RWY 18–36: 2700X140 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. ACTIVATE NSTD LIRL Rwy 04–22—123.3. Rwy 04–22 NSTD LIRL; Rwy 04 no rwy end lgts; Rwy 22 dsplcd thld wrong color. Rwy 18 marked with yellow buckets. Rwy 04–22 LIRL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8

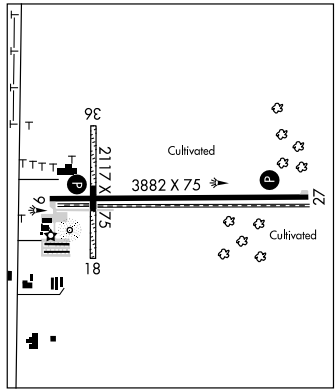
WASHINGTON COURT HOUSE

FAYETTE CO (I23) 2 NE UTC−5(−4DT) N39°34.23′ W83°25.23′ **CINCINNATI**
980 B **FUEL** 100LL, JET A, MOGAS TPA—1780(800) NOTAM FILE DAY **H–10G, L–29A**
RWY 05–23: H5097X75 (ASPH) S–30, D–40 MIRL **IAP**
RWY 05: Railroad. **RWY 23:** REIL. PAPI(P4L). Railroad.
AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡. ACTIVATE MIRL Rwy 05–23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 132.3 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 068° 19.6 NM to fld. 1050/4W.
COURT HOUSE NDB (MHW) 414 CSS N39°36.05′ W83°23.50′ 222° 2.3 NM to fld. NOTAM FILE DAY. NDB unusable 115°–165° byd 20 NM.

WATERVILLE N41°27.09′ W83°38.32′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 113.1 VWV Chan 78 319° 11.1 NM to Toledo Express. 664/2W. H–10G, L–28J
RCO 122.1R 113.1T (CLEVELAND RADIO)

WAUSEON

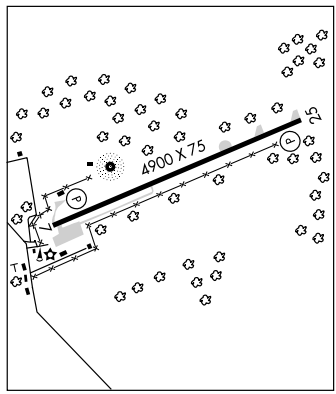
FULTON CO (USE) 4 N UTC−5(−4DT) N41°36.61′ W84°07.63′ DETROIT
779 B S4 **FUEL** 100LL, JET A, A1+ NOTAM FILE CLE L–28J
RWY 09–27: H3882X75 (ASPH) S–30 LIRL IAP
RWY 09: REIL. PAPI(P4L). Road.
RWY 27: REIL. PAPI(P4R). Trees. Rgt tfc.
RWY 18–36: 2117X75 (ASPH–TURF)
RWY 18: Trees. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk, Sun 1500Z‡–dusk. 100LL self serve. Rwy 18–36 359′ of center section paved. First 270′ of Rwy 18 turf and first 1328′ of Rwy 36 turf. Deer occasionally on rwy. Twy clsd indef. Rwy 27 REIL OTS indef. ACTIVATE LIRL Rwy 09–27; REIL Rwys 09 and 27; PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 296° 24 NM to fld. 660/2W.
NDB (MHW) 375 USE N41°36.55′ W84°07.96′ at fld.



WAVERLY N39°10.02′ W82°55.93′ NOTAM FILE DAY. CINCINNATI
NDB (MHW) 385 EOP at Pike Co. NDB unusable byd 15 NM. L–29A

WAVERLY

PIKE CO (EOP) 3 NE UTC−5(−4DT) N39°10.02′ W82°55.69′ CINCINNATI
660 B **FUEL** 100LL, JET A NOTAM FILE DAY L–29A
RWY 07–25: H4900X75 (ASPH) S–58 MIRL IAP
RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 37′. Tree.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. 24 hr credit card self svc avbl. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25—CTAF, PAPI Rwy 07 and Rwy 25 on dusk–dawn.
WEATHER DATA SOURCES: AWOS–A 118.4.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 009° 31.4 NM to fld. 1040/5W.
WAVERLY NDB (MHW) 385 EOP N39°10.02′ W82°55.93′ at fld. NOTAM FILE DAY. NDB unusable byd 15 NM.



WAYNE CO (See WOOSTER)

WAYNESVILLE

RED STEWART AIRFIELD (4ØI) 4 W UTC−5(−4DT) N39°30.32′ W84°07.31′ **CINCINNATI**

955 S4 **FUEL** 100LL NOTAM FILE DAY

RWY 08–26: 3142X150 (TURF)

RWY 08: Crops. **RWY 26:** Thld dsplcd 540′. Tree.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Transient tfc 1 Jan–15 Apr notification required for rwy condition prior to arrival 513–897–7717. Rwys and aprons fair rolling turf; sod N and S of rwy used as twy. Banner towing and gliders on and invof arpt. Glider operations on N taxiway. Rwy 26 dsplcd thld marked with 3 outboard cones on each side of rwy. Rwy 08–26 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

DAYTON APP/DEP CON 126.5 (091°–180°)

WEIKER (See GREEN SPRINGS)

WELLER (See URBANA)

WELLINGTON

READER–BOTSFORD (67D) 00 SE UTC−5(−4DT) N41°09.75′ W82°12.16′ **DETROIT**

864 TPA—1650(786) NOTAM FILE CLE

RWY 18–36: 2850X100 (TURF)

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Attended Apr–Nov Wed, Sat–Sun dalgt hrs. Arpt CLOSED 1 Dec to 30 Apr. Glider ops. Monitor glider activities on CTAF. Rwy 18–36 lgtd thld Rwy 18 relocated 375′; Rwy 36 relocated 800′; 1825′ Rwy 18–36 usable for ngt ops.

COMMUNICATIONS: CTAF 122.9

WELTZIEN SKYPARK (See WADSWORTH)

WEST UNION N38°51.36′ W83°33.83′ NOTAM FILE DAY. **CINCINNATI**

NDB (MHW) 359 AMT at Alexander Salamon. NDB OTS indef. **L–26G**

WEST UNION

ALEXANDER SALAMON (AMT) 4 NW UTC−5(−4DT) N38°51.09′ W83°33.98′ **CINCINNATI**

896 B **FUEL** 80, 100LL NOTAM FILE DAY **L–26G**

RWY 05–23: H3762X65 (ASPH) MIRL 0.3% up NE **IAP**

RWY 05: Trees. **RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.

AIRPORT REMARKS: Attended Mon–Sat dalgt hrs. Fuel avbl 24 hrs—credit card. ACTIVATE MIRL Rwy 05–23; PAPI Rwy 23 and REIL Rwy 23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 299° 30.3 NM to fld. 1040/5W.

WEST UNION NDB (MHW) 359 AMT N38°51.36′ W83°33.83′ at fld. NOTAM FILE DAY. OTS indef.

WILLARD (8G1) 1 S UTC−5(−4DT) N41°02.33′ W82°43.47′ **DETROIT**

967 **FUEL** 100LL NOTAM FILE CLE **L–29A**

RWY 10–28: H4028X65 (ASPH) MIRL 0.8% up W **IAP**

RWY 10: Thld dsplcd 300′. Building. **RWY 28:** Thld dsplcd 610′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. For fuel after hrs call 567–224–2492. ACTIVATE MIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF 122.9

MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

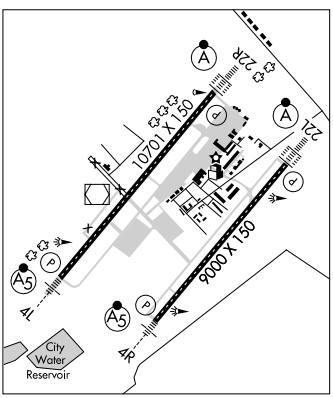
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 332° 11.9 NM to fld. 1210/3W.

WILLIAMS CO (See BRYAN)

WILLOUGHBY LOST NATION MUNI (LNN) 3 N UTC−5(−4DT) N41°41.04′ W81°23.39′ **DETROIT**
626 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE **H–10G, L–30G**
RWY 05–23: H5028X100 (ASPH) S–68, D–80, 2D–124 MIRL **IAP**
RWY 05: REIL. PAPI(P4R). Thld dsplcd 428′. Pole. **RWY 23:** REIL. PAPI(P4L). Trees.
RWY 10–28: H4272X100 (ASPH) S–68, D–80, 2D–124 MIRL
RWY 10: REIL. PAPI(P2L). Trees. **RWY 28:** REIL. PAPI(P2L). Thld dsplcd 1124′. Poles.
AIRPORT REMARKS: Attended 1200–0200Z‡. For arpt attendance or fuel svs after hrs call 440–942–7092 from 0400–1100Z‡ for prior arrangements. Multiple practice ldg and tkf prohibited Mon–Fri 0400–1300Z‡; Sat–Sun and holidays 0400–1400Z‡. Deer and Birds on and invof arpt. Rwy 05 REIL OTS indef. Rwy 23 PAPI OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and Rwy 10–28; REIL Rwys 05; Rwy 23; Rwy 10 and Rwy 28; and PAPI Rwys 05; Rwy 23; Rwy 10 and Rwy 28—CTAF. Ldg fee for all commercial acft by weight; multi–engine and larger.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **CLEVELAND APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 320° 14.3 NM to fld. 1310/5W.
LAKELAND NDB (MHW) 263 LQL N41°40.94′ W81°22.74′ at fld. NDB unmonitored.
COMM/NAV/WEATHER REMARKS: UNICOM freq unmonitored May–Sep (0300–1200Z‡); Oct–Apr (0200–1200Z‡). For IFR clearance ctc Cleveland apch control at 216–898–2040.

WILMINGTON

AIRBORNE AIRPARK (ILN) 2 SE UTC−5(−4DT) N39°25.68′ W83°47.53′ **CINCINNATI**
1077 B S4 **FUEL** JET A OX 1, 2 Class IV, ARFF Index A NOTAM FILE ILN **H–10G, L–27E**
RWY 04L–22R: H10701X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–390, 2D/2D2–750 HIRL CL **IAP**
RWY 04L: MALSR. PAPI(P4L)—GA 3.0° TCH 62′.
RWY 22R: ALSF–2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′.
0.4% down.
RWY 04R–22L: H9000X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–390, 2D/2D2–750 HIRL CL
RWY 04R: MALSR. PAPI(P4L)—GA 3.0° TCH 71′. 0.3% up.
RWY 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. 0.4% down.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04L: TORA–10701 TODA–10701 ASDA–10701 LDA–10701
RWY 04R: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 22L: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 22R: TORA–10701 TODA–10701 ASDA–10701 LDA–10701



AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 937–366–2282. Rwy 04L–22R has 1000′ paved area on SW end and 200′ paved area on NE end. Rwy 04R–22L has 200′ paved area on each end. For HIRL Rwy 04L–22R and Rwy 04R–22L when twr clsd contact ops on 119.47. Rwy 04R touchdown, midpoint and rollout RVR avbl. Rwy 22L touchdown, midpoint and rollout RVR avbl. Four hrs PPR for all transient acft call arpt manager 937–366–2282 during operating hrs. After hrs call flight control 937–366–2441. Ldg fee. U.S. Customs user fee arpt.
WEATHER DATA SOURCES: ASOS (937) 383–7334.
COMMUNICATIONS: CTAF 119.475 **ATIS** 124.925
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225
WILMINGTON TOWER 119.475, 125.6 (04R–22L in instrument meteorological conditions) Mon 1200–Sat 2300Z‡, Sun 1100–2300Z‡.
GND CON 121.6 **CLNC DEL** 125.6
AIRSPACE: CLASS D svc Mon 1200Z‡–Sat 2300Z‡, Sun 1100–2300Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ at fld. 1050/4W.
Unmonitored when twr clsd.
AIRBO NDB (MHW/LOM) 407 IL N39°29.58′ W83°44.29′ 217° 4.6 NM to fld.
Unmonitored Sat–Sun 2300–1100Z‡ and Sun 2300 til Mon 1200Z‡.
CUBLA NDB (MHW/LOM) 299 HW N39°21.21′ W83°52.55′ 045° 5.9 NM to fld.
ILS 110.7 I–HWM Rwy 04L. LOM CUBLA NDB. Unmonitored when twr clsd. LOC unusable byd 15° left or right of course.
ILS/DME 109.35 I–IYV Chan 30(Y) Rwy 04R. Class IT. Unmonitored when twr clsd.
ILS 110.7 I–ILN Rwy 22R. Class IIIE. LOM AIRBO NDB. Unmonitored when twr clsd.
ILS/DME 109.35 I–RHX Chan 30(Y) Rwy 22L. Unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emergency frequency 121.5 not avbl at twr.

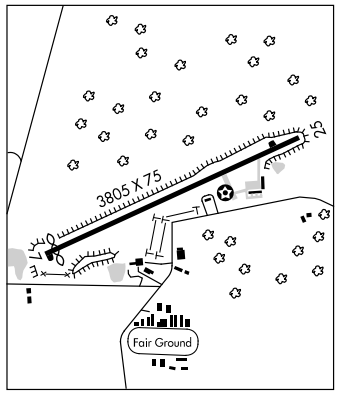
CLINTON FLD (I66) 4 NW UTC−5(−4DT) N39°30.15′ W83°51.80′ **CINCINNATI**
1033 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **L–27E**
RWY 03–21: H3579X65 (ASPH) S–12.5 MIRL 0.3% up NE **IAP**
RWY 03: PAPI(P2L)—GA 3.0° TCH 20′. Trees. **RWY 21:** PAPI(P2L)—GA 3.75° TCH 20′. Trees.
AIRPORT REMARKS: Attended May–Sep 1300–0100Z‡, Oct–Apr 1300–2200Z‡. Fuel Jet A unavbl indef. FBO closed Thanksgiving; Christmas and Easter. After hrs call 937–725–2782. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (937) 382–1376.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 331° 5.2 NM to fld 1050/4W.

HOLLISTER FLD (2B6) 5 E UTC−5(−4DT) N39°26.25′ W83°42.50′ **CINCINNATI**
1090 NOTAM FILE DAY
RWY 05–23: 3203X80 (TURF)
RWY 05: Thld dsplcd 92′. Crops. **RWY 23:** Thld dsplcd 565′. P–Line.
RWY 13–31: 2670X80 (TURF)
RWY 13: Thld dsplcd 250′. Fence. **RWY 31:** Thld dsplcd 732′. Fence.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 13–31 CLOSED indef. CAUTION—pheasants released N side of rwy for hunting Sep–Apr. Model acft radio–control area S of Rwy 23. Call for rwy conditions prior to ldg from Nov–Apr. Rwy 05–23 dspld thlds marked with white tires. Rwy 13–31 dsplcd thlds marked with white tires.
COMMUNICATIONS: CTAF 122.9

WOOD CO (See BOWLING GREEN)

WOODSFIELD

MONROE CO (4G5) 1 N UTC−5(−4DT) N39°46.74′ W81°06.17′ **CINCINNATI**
1197 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–29B**
RWY 07–25: H3805X75 (ASPH) S–18 MIRL **IAP**
RWY 07: Thld dsplcd 173′. Trees. **RWY 25:** REIL. Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 740–472–1882. ACTIVATE MIRL Rwy 07–25; rotating bcn and REIL Rwy 25—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 230° 19.4 NM to fld. 1290/7W.



WOOSTER

WAYNE CO (BJJ) 6 NE UTC−5(−4DT) N40°52.49′ W81°53.30′ **DETROIT**
1136 B S4 **FUEL** 100LL, JET A1+ OX 4 NOTAM FILE BJJ **H–10G, L–29B**
RWY 10–28: H5191X100 (ASPH) S–30 HIRL 0.5% up E **IAP**
RWY 10: REIL. Trees. **RWY 28:** REIL. VASI(V4R)—GA 3.0° TCH 33′. Thld dsplcd 218′. Road.
AIRPORT REMARKS: Attended Nov–Apr 1300–2200Z‡, May–Oct Mon–Fri 1200–0000Z‡, May–Oct Sat–Sun 1400–0000Z‡, Rwy 28 VASI unusable byd 8° left of centerline. HIRL Rwy 10–28 preset low ints dusk–dawn; to increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 118.075 (330) 669–9105.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z†) **CLNC DEL** 121.75
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44′ W81°25.93′ 295° 22.3 NM to fld. 1230/4W.

WRIGHT PATTERSON AFB (FFO) (KFFO) AF (AFRC) 8 NE UTC−5(−4DT) N39°49.56′ W84°02.77′ **CHICAGO**
823 B TPA—See Remarks NOTAM FILE FFO Not insp. **H–10G, L–27E**
RWY 05L–23R: H8717X300 (PEM–GRVD) PCN 102 R/B/W/T HIRL **DIAP, AD**
RWY 05L: PAPI(P4L)—GA 3.0° TCH 50′. **RWY 23R:** ALSF1. PAPI(P4R)—GA 3.0° TCH 50′. Rgt tfc.
RWY 05R–23L: H7000X150 (ASPH) PNC 119 R/B/W/T MIRL
RWY 05R: PAPI(P4L). **RWY 23L:** PAPI(P4L).
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05L: TORA–12601 TODA–12601
RWY 05R: TORA–7000 TODA–7000
RWY 23L: TORA–7000 TODA–7000
RWY 23R: TORA–12601 TODA–12601
ARRESTING GEAR/SYSTEM
BAK–14 BAK–12B(B) (1740′) **RWY 23R**
MILITARY SERVICE: A–GEAR Rwy 05L–23R south end arresting gear located 864′ s of dsplcd thld.
JASU 9(A/M32A–86) 1(MC–1A) 4(AM32–95) (8)(A/M32A–60A) **FUEL** J8 **FLUID** SP PRESAIR LHOX LOX
OIL O–148–156 SOAP Avbl weekdays 1200–2130Z‡ except Federal holiday. **TRAN ALERT** Opr 1000–0500Z‡, avbl other times with 24 hr prior notice to Base OPS. Fleet svc avbl 2 hr prior notice. Payment rqr by Avcard.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Aerodrome PPR. Ctc Base Ops DSN 787–2131, C937–257–2131. All dep acft fly rwy heading until 1800′ unless twr approves otherwise. Inbound acft with VIP ctc Base OPS on PTD 30 minutes prior to arrival. Arm/de–arm area S end Twy B clsd. Portion of Twy A located NE of the south entrance to the W Ramp is permanently clsd. Twy A1 entrance to the W Ramp is permanently clsd. **CAUTION** Bird Watch Condition Phase I (Nov–Jun) indicates lgt bird activity. Phase II (Jul–Oct) indicates heavy bird activity normally associated with migratory season. Portions of the flameout and overhead tfc pat not visible from twr. Unlgtd obstructions surround afld. Multiple crane ops 2.7 NM southwest of KFFO, 1171′ MSL and blo. **TFC PAT** TPA–Rectangular tactical/trainer 2800(1977), other turbojet/turboprop 2300(1477), lgt reciprocating engine acft (12,500 lb or blo gross weight) 1800(977), overhead 2800(1977). **CSTMS/AG/IMG** Ltd CSTMS avbl. 24 hr prior notice for CSTMS requests. Call DSN: 787–2131 COM: 937–257–2131. **MISC** Base OPS DSN 787–2131, C937–257–2131. Expect dep from Rwy 23 R at Twy B intersection 11600′ avbl, if full length rqr, request back–taxi from twr. Standard RSRS applied. Twy B from north of the restricted area to apch end of Rwy 23L clsd to acft except C–130 and C–17. **AFRC** 445 AW opr Mon–Fri and training weekend 1200–0330Z‡.
COMMUNICATIONS: ATIS 124.475 269.9 **PTD** 122.85 372.2
Ⓡ **DAYTON APP CON** 126.5 327.1 (091°–180°) 118.85 127.225
PATTERSON TOWER 126.9 281.45 **GND CON** 121.8 335.8
Ⓡ **DAYTON DEP CON** 126.5 327.1 (091°–180°)
445A W AFRC COMD POST (BUCKEYE CON) 349.4 **PMSV METRO** 344.6 (Tran aircrews ctc 15th OWS for weather briefing DSN 576–9755, C618–256–9755. Reported prevailing visibility may not represent entire afld due to obstruction from observation point; observation point obstruction from 050°–210°. Touchdown visibility not obstruction. ATC will enhance sfc observation when visibility less than 4 SM and different from reported visibility.)
AIRSPACE: CLASS D svc continuous other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ 270° 9.3 NM to fld. 1047/4W.
PATTERSON (T) TACAN Chan 99 FFO (115.2) N39°49.14′ W84°03.33′ at fld. 804/4W.
ILS 109.7 I–FAE Rwy 05L. Glids slope not avbl.
ILS 109.7 I–FFO Rwy 23R.
COMM/NAV/WEATHER REMARKS: ILS Rwy 05L and 23R opr on same frequency 109.7, but different ident (I–FAE, I–FFO). Positive ident of ILS prior to flying apch.

WYANDOT CO (See UPPER SANDUSKY)

WYNKOOP (See MOUNT VERNON)

YELLOW BUD N39°31.61′ W82°58.68′ NOTAM FILE DAY. **CINCINNATI**
(T) VOR 112.5 XUB at Pickaway Co Meml. **L–29A**
RCO 122.1R 112.5T (DAYTON RADIO)

YOUNGSTOWN

LANSDOWNE (Ø4G) 2 NE UTC−5(−4DT) N41°07.83′ W80°37.18′

DETROIT
L–30H
IAP

1044 NOTAM FILE CLE

RWY 02–20: H3073X50 (ASPH) S–7.5 0.9% up N

RWY 02: Trees. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Rwy 02–20 vegetation in cracks, last 500′ Rwy 12 depressions in pavement. Ramp in poor condition; breaking pavement.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNC Chan 27 N41°19.86′ W80°40.48′ 173° 12.3 NM to fld. 1160/5W.
HIWAS.

HUBBARD NDB (MHW) 408 HBD N41°09.17′ W80°31.89′ 259° 4.2 NM to fld. NOTAM FILE CLE.

YOUNGSTOWN ELSER METRO (4G4) 7 SW UTC−5(−4DT) N40°57.71′ W80°40.64′

DETROIT
L–30H
IAP

1070 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE

RWY 10–28: H4012X50 (ASPH) MIRL 1.4% up E

RWY 10: REIL. PAPI(P2L). Thld dsplcd 348′. Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.75°. Thld dsplcd 260′. Trees.

AIRPORT REMARKS: Attended 1300–dusk. Twr 1085′ AGL (2118′ MSL) 7.5 NM NNE. Rwy 28 PAPI OTS indef.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.

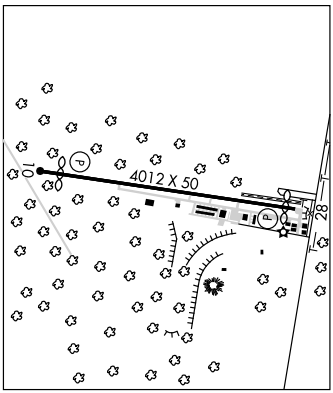
COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)
CLNC DEL 119.25

Ⓡ **CLEVELAND CENTER APP/DEP CON** 128.15 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 114° 25.4 NM to fld. 1194/4W.



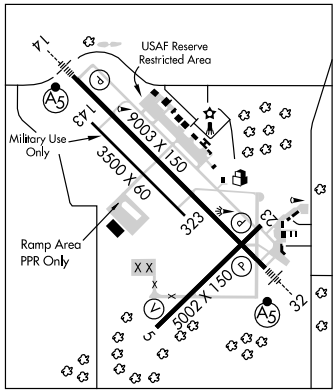
YOUNGSTOWN/WARREN

YOUNGSTOWN–WARREN RGNL (YNG) 10 N UTC−5(−4DT) N41°15.64′ W80°40.75′

DETROIT
H–10G, L–30H
IAP, AD

1192 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks
NOTAM FILE YNG

RWY 14–32: H9003X150 (ASPH–GRVD) PCN 111 F/A/W/T HIRL
RWY 14: MALSR. PAPI(P4L). 0.9% up.
RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 40′. Trees. 0.8% down
RWY 05–23: H5002X150 (ASPH–GRVD) S–138, D–175, 2S–175, 2D–280 MIRL 1.4% up NE
RWY 05: REIL. VASI(V4L)—GA 3.25° TCH 51′. Trees.
RWY 23: REIL. PAPI(P4R)—GA 3.0° TCH 24′.
RWY 143–323: H3500X60 (ASPH)



RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–5002	TODA–5002	ASDA–5002	LDA–5002
RWY 14:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003
RWY 23:	TORA–5002	TODA–5002	ASDA–5002	LDA–5002
RWY 32:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003
RWY 143:	TORA–3500	TODA–3500	ASDA–3500	LDA–3500
RWY 323:	TORA–3500	TODA–3500	ASDA–3500	LDA–3500

AIRPORT REMARKS: Attended continuously. Deer and bird haz. All military acft ctc Vader ops for bird watch condition. Rwy 143–323 used as a military assault strip. Hold short signs Twy H1 OTS until further notice. Class I, ARFF Index B. PPR for ARFF Index D call 330–609–1369. Twy G East of Twy H and Twy F North of Rwy 05–23 clsd to acft over 50,000 pounds gross weight. Twy T W of Rwy 05–23 closed indef. Terminal ramp and general aviation parking not visible from the NW portion of Twy H. Military ramp for military use only. Ldg fee for acft over 5,000 lbs gross weight.

WEATHER DATA SOURCES: ASOS (330) 856–9357. **HIWAS** 109.0 YNG.
COMMUNICATIONS: ATIS 123.75 **UNICOM** 122.95
RCO 122.2 122.1R 109.0T (CLEVELAND RADIO)
Ⓡ **APP/DEP CON** 133.95 127.15 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
TOWER 119.5 **GND CON** 121.9 **CLNC DEL** 118.25
AIRSPACE: TRSA svc ctc **APP CON** within 20 NM.
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
(L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 188° 4.2 NM to fld. 1160/5W. **HIWAS.** VOR unusable 015°–179° blo 5000′ and 180°–014° byd 25 NM blo 5000′.
FETCH NDB (LOM) 338 YN N41°12.03′ W80°35.77′ 322° 5.2 NM to fld. Unmonitored. LOM unusable byd 10 NM.
ILS 110.1 I–YNG Rwy 32. Class IA. LOM FETCH NDB. NDB unmonitored. LOM unusable byd 10 NM.
ILS 110.1 I–MQK Rwy 14. Class IA. OM unmonitored.
ASR (1100–0500Z‡)

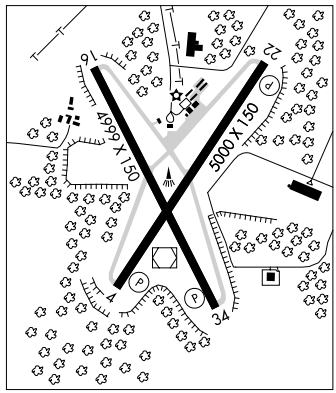
ZANESVILLE

PARR (42I) 5 N UTC−5(−4DT) N40°00.42′ W82°00.74′

DETROIT
L–29B

790 S4 **FUEL** 100LL NOTAM FILE CLE
RWY 10–28: H3100X26 (ASPH) S–10 LIRL
RWY 10: Trees. **RWY 28:** Thld dsplcd 61′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1400Z‡–dark, holidays 1700Z‡–dark. For LIRL Rwy 10–28 key 122.8 five times on; eight times slowly to deactivate. Rwy 10–28 NSTD LIRL.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.
ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 312° 6.8 NM to fld. 900/6W.

ZANESVILLE MUNI (ZZV) 5 E UTC−5(−4DT) N39°56.67′ W81°53.53′ **CINCINNATI**
900 B S4 **FUEL** 80, 100LL, JET A1 + OX 4 TPA—1900(1000) NOTAM FILE ZZV **H–10G, L–29B**
RWY 04–22: H5000X150 (ASPH–CONC) S–38, D–50, 2D–75 HIRL 0.5% up SW **IAP**
RWY 04: REIL. PAPI(P4R)—GA 3.0° TCH 35′. Trees.
RWY 22: REIL. PAPI(P4L).
RWY 16–34: H4999X150 (ASPH–CONC) S–38, D–50, 2D–75 MIRL 0.6% up SE
RWY 16: REIL. Trees. **RWY 34:** REIL. PAPI(P4L). Trees.



AIRPORT REMARKS: Attended Mon–Fri 1200–0100Z‡, Sat–Sun 1300–2300Z‡. Deer and birds on and invof arpt. Rwy 16–34 rwy cracking. Acft not visible from end to end. Twy A and Twy B lgts OTS indef. HIRL Rwy 04–22, MIRL Rwy 16–34, REIL Rwy 04, Rwy 22, Rwy 16 and Rwy 34 NSTD pilot controlled, ACTIVATE—CTAF, 5 clicks on, 7 clicks off. Rotating bcn OTS indef. Rwy 04–22 and Rwy 16–34 are concrete with asphalt overlays. Rwy 16–34 75 ft new overlay in center sides are poor.
WEATHER DATA SOURCES: ASOS 111.4 ZZV (740) 453–8139.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 111.4T (CLEVELAND RADIO)
RCO 122.5 122.2 (CLEVELAND RADIO)
INDIANAPOLIS CENTER APP/DEP CON 124.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.
(L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ at fld. 900/6W. **ASOS.**
NDB (MHW) 204 HRA N39°54.38′ W81°55.16′ 035° 2.6 NM to fld. Unmonitored. NDB OTS indef. SHUTDOWN.
ILS/DME 109.95 I–TNF Chan 36(Y) Rwy 22. Unmonitored.

2010 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During calendar year 2010, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2010 aerial demonstration locations, subject to change without notice, are:

DATE:		USAF Thunderbirds	USN Blue Angels	USA Golden Knights	Canadian Snowbirds
September	25-26	McConnell AFB, KS	MCAS Kaneohe Bay, HI		Chico, CA
October	1-3		MCAS Miramar, CA		MCAS Miramar, CA
	2-3	Salinas, CA		MCAS Miramar, CA	
	2-3			Jackson, MS	
	9-10	Little Rock AFB, AR	San Francisco, CA	Little Rock, AFB, AR	Daytona Beach, FL
	16-17	El Paso, TX	Dobbins AFB, GA	El Paso, TX	Atlanta, GA
	23-24	Houston, TX	NAS Jacksonville, FL	Washington, DC	
	30-31	Cocoa Beach, FL	Ft Worth Alliance, TX	Ft Worth Alliance, TX	
November	6-7	Lackland AFB, TX	Homestead ARB, FL	Lackland AFB, TX	
	6-7			Homestead ARB, FL	
	11-14			Ft Bragg, NC	
	12-13		NAS Pensacola, FL		
	13-14	Nellis AFB, NV			

Note: Dates and locations are scheduled ''show dates'' only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.

CABAA VISUAL DEPARTURE CHICAGO EXECUTIVE AIRPORT

CABAA Visual- Fort Sheridan Transition RWY 16

After take-off complete a **LEFT** turn within 1 NM form the departure end of RWY 16 inside the AON Office Building. Proceed on a 040° course from the AON Office Building. Once established on course contact Departure to activate your IFR clearance.

Climb and maintain 2000' or as assigned.

CABAA Visual- Bangs Lake Transition RWY 16

After take-off complete a **RIGHT** turn within 1 NM from the departure end of RWY 16 inside the Randhurst Shopping Center. Proceed on a 320° course from the Randhurst Shopping Center to Bangs Lake Wauconda. Once established on course contact Departure to activate your IFR clearance.

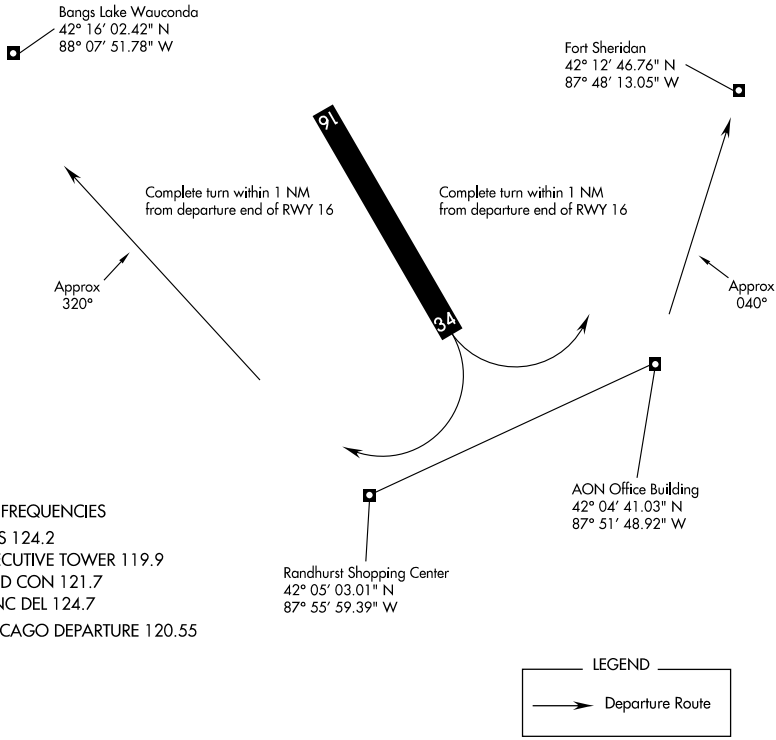
Climb and maintain 2400' or as assigned.

ALL AIRCRAFT REQUESTING THE "CABAA VISUAL DEPARTURE" MUST REMAIN CLEAR OF THE CLASS B AIRSPACE AT ALL TIMES.

TERMINAL AREA GRAPHIC NOTICE
Not to be used for Navigation/Not to Scale

CABAA VISUAL DEPARTURE
CHICAGO EXECUTIVE (PWK)

ALL AIRCRAFT
REQUESTING THE "CABAA" VISUAL DEPARTURE" MUST MAINTAIN VFR
AND REMAIN CLEAR OF THE "CHICAGO CLASS B AIRSPACE" AT ALL TIMES



FREQUENCIES

ATIS 124.2
EXECUTIVE TOWER 119.9
GND CON 121.7
CLNC DEL 124.7
CHICAGO DEPARTURE 120.55

WEATHER MINIMUMS
3000 feet with 3 miles

CABAA VISUAL to FORT SHERIDAN Transition Rwy 16

After take-off proceed on a 040° course to Fort Sheridan. Climb and maintain 2000′ or as assigned.
Once established on course contact Chicago Departure to activate your IFR clearance.

CABAA VISUAL to BANGS LAKE Transition Rwy 16

After take-off proceed on a 320° course to Bangs Lake Wauconda. Climb and maintain 2400′ or as assigned.
Once established on course contact Chicago Departure to activate your IFR clearance.

MODEL ROCKET ACTIVITY IN ILLINOIS

Hillsboro Municipal Airport (3K4), Hillsboro, IL

Model Rocket activity will be conducted within a 2 NM radius of the VLA273011, SFC to 8,000 Feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Tuscola Airport (K96), Tuscola, IL

Model Rocket activity will be conducted within a 2 NM radius of Tuscola Airport (K96), SFC to 10,000 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

AEROBATIC PRACTICE AREAS IN ILLINOIS

Litchfield Municipal Airport (3LF), Litchfield, IL

Aerobatic practice will be conducted within 2 NM radius of Litchfield Municipal Airport (3LF), from 1,700 feet MSL to 4,200 feet MSL. The practice area is for waiver holders only. Pilots should use caution when opr within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Smith Airport (LL27), Macomb, IL

Aerobatic practice will be conducted within 2 NM radius of Smith Airport (LL27), SFC to 4,100 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Williamson County Regional Airport (MWA), Marion, IL

Aerobatic practice will be conducted within 1 NM radius of Williamson County Regional Airport (MWA), SFC to 5,000 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992-7433).

Pinckneyville–DuQuoin Airport (PJY), Pinckneyville, IL

Aerobatic practice will be conducted within 2 NM radius of Pinckneyville–DuQuoin Airport (PJY), SFC to 3,900 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Springfield IL, Abraham Lincoln Capital Airport (SPI)

Aerobatic practice will be conducted within 1.5 NM radius of Springfield VOR SPI160010, from 2,100 feet MSL to 4,600 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

AEROBATIC PRACTICE AREA

Norris Field (8II2), Richmond, IN

Aerobatic Flight Activity will be conducted within 1 (one) NM radius of the Richmond (RID) VORTAC 193R/6 DME. Flights will occur from 800′ AGL to 3,500′ AGL. Pilots should use caution when operating within this area. For further information, Contact Dayton APP CON at 1–937–454–7310 or freq. 134.45.

AEROBATIC PRACTICE AREA

Skyway Estates Airport (60G), Eaton Rapids, MI

Aerobatic Flight Activity will be conducted within a 1 (one) NM radius of the Lansing (LAN) VORTAC 171R/8DME. Flights will occur from SR to SS from 2,500 MSL to 6,000 MSL.

Pilots should use caution when operating within this area. For further information, contact Lansing ATCT at 1–517–321–1355 or freq. 119.9.

Search Light Activity
Dayton, OH

Search light activity will be conducted at the Dayton Schuster Performing Arts Center, Dayton, OH (FFO VORTAC 241/7.23, Lat 39–45–39.56N, Lon 084–11–32.94W) at and above 1500 MSL, from dusk until midnight. Searchlight beams may be injurious to pilots/passengers eyes at 1500 MSL and above. Flash blindness or cockpit illumination may occur at greater distances, to several miles. For further information, contact Dayton AFSS at 937–454–8398.

COMMUNICATIONS ADVISORIES

Indianapolis ARTCC

NABB INDIANA AREA

New Hope, London, Lexington Kentucky Area

Indianpolis Center has installed frequencies in the southern portion of their airspace that require 720–channel radio capability.

Pilots should be aware that if they fly in the Nabb, IN, or the New Hope, London, and Lexington, KY, area without a 720-channel radio, ATC services will be greatly reduced. Traffic advisories, weather information, airport information, along with any other direct communication services will not be available.

While in this area of Indianapolis Center, pilots witout 720-channel capability will, in most cases, monitor Flight Service Stations. There will be a noticeable delay in all clearance activity. Please ensure that ATC has adequate lead time in the event of problems or clearance requirements.

INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS
CHICAGO O'HARE INTERNATIONAL AIRPORT (ORD)
CHICAGO, ILLINOIS

Chicago O'Hare International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into ''position and hold'' at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into ''position and hold'' during period of darkness, at the intersections listed below.

Runway 10 at Taxiway ZH
Runway 14L at Taxiway U2
Runway 14L at Taxiway V
Runway 28 at Taxiway ZW
Runway 28 at Taxiway ZV
Runway 32R at Taxiway V
Runway 32L at Taxiway T10

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower unless the aircraft's position can be verified by the Airport Surface Detection Equipment (ASDE) prior to the issuance of a departure clearance. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only, departures shall not be permitted from any point on the runway other than the intersections listed above, and only one aircraft at a time is permitted to taxi into position and hold on each respective runway.

INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS
INDIANAPOLIS INTERNATIONAL AIRPORT (IND)
INDIANAPOLIS, INDIANA

Indianapolis International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into ''position and hold'' at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into ''position and hold'' during period of darkness, at the intersections listed below.

Runway 23L at Taxiways "C2" and "D2"
Runway 23R at Taxiways "A2" and "B2"

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into ''position and hold'' prior to takeoff clearance.

INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS GENERAL MITCHELL INTERNATIONAL AIRPORT (MKE) MILWAUKEE, WISCONSIN

Milwaukee Mitchell International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into ''position and hold'' at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into ''position and hold'' during period of darkness, at the intersection listed below.

Runway 19R at Taxiway Victor

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runway shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise.

SIMULTANEOUS OPPOSITE DIRECTION OPERATIONS CHICAGO O'HARE INTERNATIONAL AIRPORT (ORD) CHICAGO, ILLINOIS

Chicago O'Hare International (ORD) Airport Traffic Control Tower (ATCT) has been authorized to conduct arrivals to Runways 14L & 14R while conducting simultaneous opposite direction departures off of runways 09R & 28 during IFR weather conditions. ORD ATCT is authorized to conduct simultaneous converging instrument approaches to runways 14R & 22R while conducting simultaneous opposite direction departures off of runways 09R & 28 during weather conditions.

SIMULTANEOUS ILS APPROACHES WITH ONE GLIDE SLOPE OUT OF SERVICE CHICAGO O'HARE INTERNATIONAL AIRPORT (ORD) CHICAGO, ILLINOIS

Chicago O'Hare International Airport Traffic Control Tower and Chicago TRACON have been authorized to conduct independent simultaneous ILS approaches with the glide slope of one parallel runway inoperative.

ILS PRM (SIMULTANEOUS CLOSE PARALLEL) PROCEDURE FOR PILOTS FILING FLIGHT PLANS TO CLEVELAND–HOPKINS INTERNATIONAL (CLE)

Effective Thursday, May 12, 2005. During the hours of 0700–2200 local, CLE ATCT may utilize ILS PRM and LDA PRM apchs to Runways 6L/6R as weather and arrival traffic demand dictate. Aircraft arriving from the west and north (primarily over ZABER and HIMEZ INT.) should expect ILS PRM Runway 6L, aircraft arriving from the east and south (primarily over CXR and KEATN INT.) should expect LDA PRM Runway 6R. If unable to participate in PRM apchs acft operators are required to contact FAA ATCSCC directly at 1–800–333–4286 or at 703–904–4452 prior to departure to obtain a pre–coordinated arrival time. Non–participating acft may encounter DLAS attributable to PRM flow. Pilot requirements and procedures are outlined in the U.S. Terminal Procedures Publications on the pages entitled Attention All Users of ILS Precision Runway Monitor (PRM) or LDA Precision Runway Monitor (PRM).

SPECIAL NORTH ATLANTIC, CARIBBEAN AND PACIFIC AREA COMMUNICATIONS

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

North Atlantic area:	123.45 MHz
Caribbean area:	123.45 MHz
Pacific area:	123.45 MHz

CHICAGO, ILLINOIS
CHICAGO O'HARE VOR/DME

DME unlocks can occur periodically due to ground station overload when more than 100 aircraft interrogations are received at the same time. The problem may occur when aircraft are being held in the Chicago (O'Hare) terminal area awaiting approach clearance at O'Hare. Possibilities of the problem occurring are reduced by users deactivating interrogators during nonuse or switching to an ILS DME whenever possible. Deactivating interrogators on the ground is especially important since nearby aircraft cause more overload than distant ones.

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

CIVIL USE OF MILITARY FIELDS

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

Army installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations, prior permission should be requested at least 30 days prior to first intended landing.

An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the U.S.Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands and waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

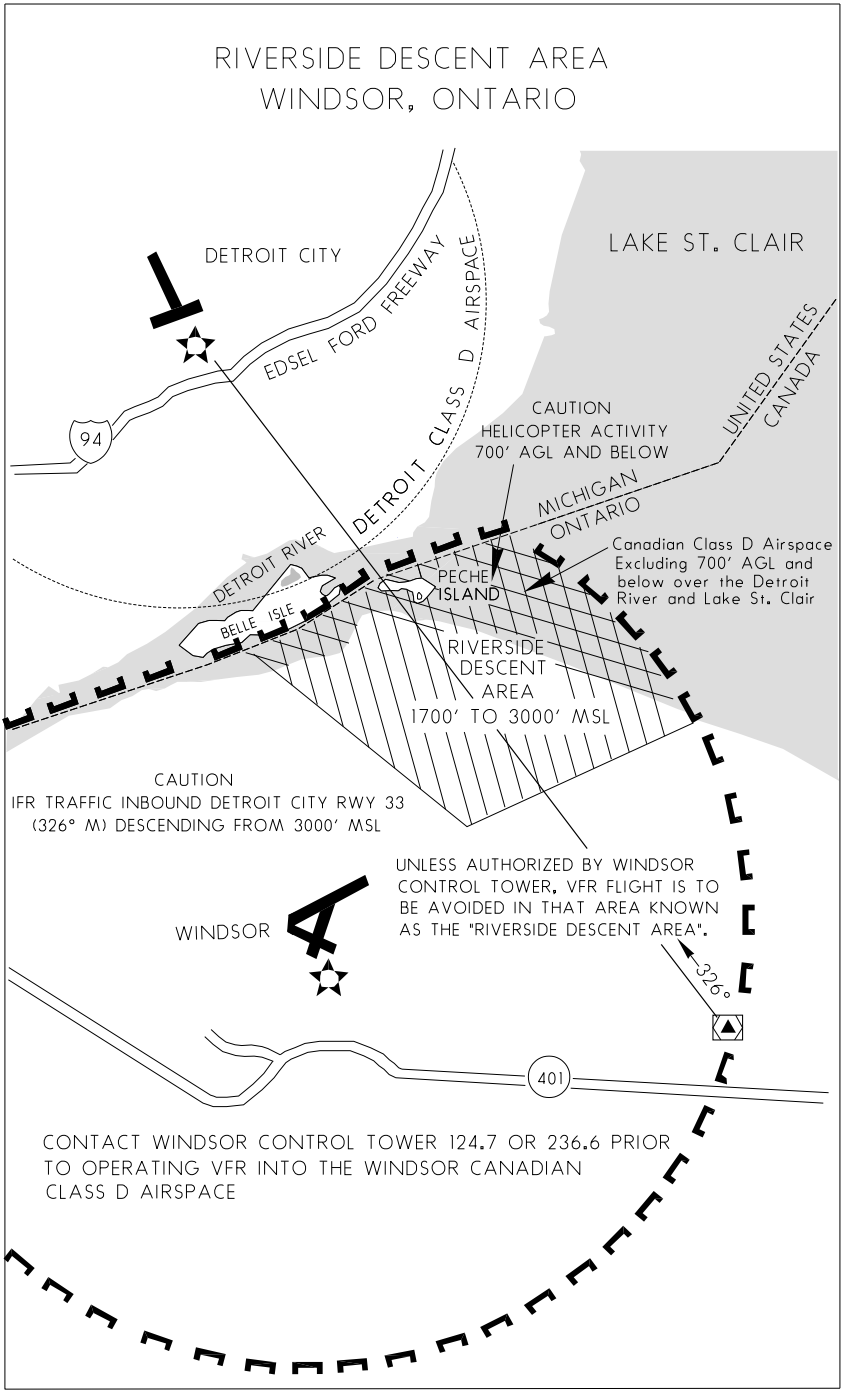
In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

1. ILS (Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

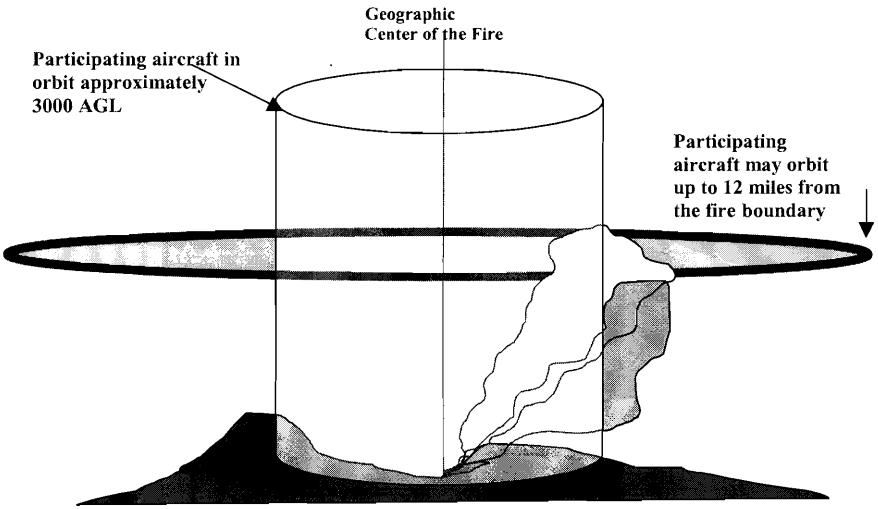
The following have been designated ''Continuous Power Airports,'' and have independent back up capability for the equipment installed.

Airport/Ident	Runway No.	Airport/Ident	Runway No.
Albuquerque, NM (ABQ)	08	Milwaukee, WI (MKE)	01L
Anchorage, AK (ANC)	07R	Minneapolis, MN (MSP)	30L
Andrews AFB, MD (ADW)	01L	Nashville, TN (BNA)	02L
Atlanta, GA (ATL)	09R	New Orleans, LA (MSY)	10
Baltimore, MD (BWI)	10	New York, NY (JFK)	04R
Bismarck, ND (BIS)	31	New York, NY (LGA)	22
Boise, ID (BOI)	10R	Newark, NJ (EWR)	04R
Boston, MA (BOS)	04R	Oklahoma City, OK (OKC)	35R
Charlotte, NC (CLT)	36L	Omaha, NE (OMA))	14R
Chicago, IL (ORD)	10	Ontario, CA (ONT)	26L
Cincinnati, OH (CVG)	36C	Philadelphia, PA (PHL)	09R
Cleveland, OH (CLE)	06R	Phoenix, AZ (PHX)	08
Dallas/Fort Worth, TX (DFW)	17C	Pittsburgh, PA (PIT)	10L
Denver, CO (DEN)	35R	Reno, NV (RNO)	16R
Des Moines, IA (DSM)	31	Salt Lake City, UT (SLC)	34L
Detroit, MI (DTW)	03R	San Antonio, TX (SAT)	12R
El Paso, TX (ELP)	22	San Diego, CA (SAN)	09
Fairbanks, AK (FAI)	01L	San Francisco, CA (SFO)	28R
Great Falls, MT (GTF)	03	San Juan, PR (SJU)	08
Honolulu, HI (HNL)	08L	Seattle, WA (SEA)	16C
Houston, TX (IAH)	26L	St. Louis, MO (STL)	30R
Indianapolis, IN (IND)	05L	Tampa, FL (TPA))	36L
Jacksonville, FL (JAX)	07	Tulsa, OK (TUL)	36R
Kansas City, MO (MCI)	19R	Washington, DC (DCA)	01
Los Angeles, CA (LAX)	24R	Washington, DC (IAD)	01R
Memphis, TN (MEM)	36L	Wichita, KS (ICT)	01L
Miami, FL (MIA)	08R		

NOTE—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.


RIVERSIDE DESCENT AREA
WINDSOR, ONTARIO
DETROIT CITY
EDSEL FORD FREEWAY
DETROIT CLASS D AIRSPACE
LAKE ST. CLAIR
UNITED STATES
CANADA
94
CAUTION
HELICOPTER ACTIVITY
700' AGL AND BELOW
MICHIGAN
ONTARIO
DETROIT RIVER
PECHE ISLAND
BELLE ISLE
Canadian Class D Airspace Excluding 700' AGL and below over the Detroit River and Lake St. Clair
RIVERSIDE DESCENT AREA
1700' TO 3000' MSL
CAUTION
IFR TRAFFIC INBOUND DETROIT CITY RWY 33
(326° M) DESCENDING FROM 3000' MSL
UNLESS AUTHORIZED BY WINDSOR CONTROL TOWER, VFR FLIGHT IS TO BE AVOIDED IN THAT AREA KNOWN AS THE "RIVERSIDE DESCENT AREA".
WINDSOR
326°
401
CONTACT WINDSOR CONTROL TOWER 124.7 OR 236.6 PRIOR TO OPERATING VFR INTO THE WINDSOR CANADIAN CLASS D AIRSPACE

FIREFIGHTING TRAFFIC AREAS



Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

LORAIN (ELYRIA), OHIO
LORAIN COUNTY AIRPORT TRAFFIC RULE

Part 93, Subpart J, requires each person piloting an airplane landing at the Lorain County Rgnl Airport shall enter the traffic pattern north of the airport and shall execute a right traffic pattern for a landing to the southwest or a left traffic pattern for a landing to the northeast. Each person taking off from the airport shall execute departure turn to the north as soon as practicable after takeoff.

OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS
KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93–1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at http://www.faa.gov. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e–CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll–free telephone number for accessing e–CVRS is 1–800–875–9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll–free areas may access e–CVRS by calling the toll number of 703–707–0568. The Internet web address for accessing the e–CVRS is http://www.fly.faa.gov/ecvrs. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904–4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high–density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904–4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e–CVRS.

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FSS
TELEPHONE NUMBERS

Flight Service Station (FSS) facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large FSS facilities and a few select remote facilities some of which operate part-time. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Telephone Information Briefing Service (TIBS) is a FSS service that provides continuous recordings of meteorological and/or aeronautical information. A touch-tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings 1–800–WX–BRIEF (1–800–992–7433)

OTHER FSS TELEPHONE NUMBERS (except in Alaska)

TIBS (see description above) 1–877–4TIBS–WX (1–877–484–2799)

Clearance Delivery Only 1–888–766–8267

Lifeguard Flights Only 1–877–LIF–GRD3 (1–877–543–4733)

Flights within DC SFRA & FRZ * 1–866–225–7410

* District of Columbia Special Flight Rules Area & Flight Restricted Zone

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

TAF KPIT 091730Z 091818 15005KT 5SM HZ FEW020 WS010/31022KT
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA OVC008CB
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB 18/16 A2992 RMK SLP045 T01820159

Forecast	Explanation	Report
TAF	Message type: TAF-routine or TAF AMD-amended forecast, METAR-hourly, SPECI-special or TESTM-non-commissioned ASOS report	**METAR**
KPIT	ICAO location indicator	**KPIT**
091730Z	Issuance time: ALL times in UTC "Z", 2-digit date, 4-digit time	**091955Z**
091818	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times	
	In U.S. **METAR**: CORrected ob; or AUTOmated ob for automated report with no human intervention; omitted when observer logs on	**COR**
15005KT	Wind: 3 digit true-north direction, nearest 10 degrees (or VaRiaBle); next 2-3 digits for speed and unit, KT (KMH or MPS); as needed, Gust and maximum speed; 00000KT for calm; for **METAR**, if direction varies 60 degrees or more, Variability appended, e.g. 180V260	**22015G25KT**
5SM	Prevailing visibility: in U.S., Statute Miles & fractions; above 6 miles in **TAF** Plus6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)	**3/4SM**
	Runway Visual Range: R; 2-digit runway designator Left, Center, or Right as needed; "/"; Minus or Plus in U.S., 4-digit value, FeeT in U.S., (usually meters elsewhere); 4-digit value Variability 4-digit value (and tendency Down, Up or No change)	**R28L/2600FT**
HZ	Significant present, forecast and recent weather: see table (on back)	**TSRA**
FEW020	Cloud amount, height and type: SKy Clear 0/8, FEW >0/8-2/8, SCaTtered 3/8-4/8, BroKeN 5/8-7/8, OVerCast 8/8; 3-digit height in hundreds of ft; Towering CUmulus or CumulonimBus in **METAR**; in **TAF**, only CB. Vertical Visibility for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated **METAR** reports only, CLeaR for "clear below 12,000 feet"	**OVC010CB**
	Temperature: degrees Celsius; first 2 digits, temperature "/" last 2 digits, dew-point temperature; Minus for below zero, e.g., M06	**18/16**
	Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q-hectoPascals, e.g., Q1013)	**A2992**

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
WS010/31022KT	In U.S. **TAF**, non-convective low-level (≤2,000 ft) Wind Shear; 3-digit height (hundreds of ft); "/"; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT	
	In **METAR**, ReMarK indicator & remarks. For example: Sea-Level Pressure in hectoPascals & tenths, as shown: 1004.5 hPa; Temp/dew-point in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	**RMK SLP045 T01820159**
FM1930	FroM and 2-digit hour and 2-digit minute **beginning** time: indicates significant change. Each FM starts on new line, indented 5 spaces.	
TEMPO 2022	TEMPOrary: changes expected for < 1 hour and in total, < half of 2-digit hour **beginning** and 2-digit hour **ending** time period	
PROB40 0407	PROBability and 2-digit percent (30 or 40): probable condition during 2-digit hour **beginning** and 2-digit hour **ending** time period	
BECMG 1315	BECoMinG: change expected during 2-digit hour **beginning** and 2-digit hour **ending** time period	

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

QUALIFIER

Intensity or Proximity

- Light "no sign" Moderate + Heavy

VC Vicinity: but not at aerodrome; in U.S. **METAR**, between 5 and 10SM of the point(s) of observation; in U.S. **TAF**, 5 to 10SM from center of runway complex (elsewhere within 8000m)

Descriptor

MI Shallow	BC Patches	PR Partial	TS Thunderstorm
BL Blowing	SH Showers	DR Drifting	FZ Freezing

WEATHER PHENOMENA

Precipitation

DZ Drizzle	RA Rain	SN Snow	SG Snow grains
IC Ice crystals	PL Ice pellets	GR Hail	GS Small hail/snow pellets

UP Unknown precipitation in automated observations

Obscuration

BR Mist (≥5/8SM)	FG Fog (<5/8SM)	FU Smoke	VA Volcanic ash
SA Sand	HZ Haze	PY Spray	DU Widespread dust

Other

SQ Squall	SS Sandstorm	DS Duststorm	PO Well developed dust/sand whirls
FC Funnel cloud	+FC tornado/waterspout		

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility ≥10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

UNITED STATES DEPARTMENT OF COMMERCE
NOAA/PA 96052 **National Oceanic and Atmospheric Administration**—National Weather Service

KEY AIR TRAFFIC FACILITIES

Air Traffic Control System Command Center

Main Number.....703–904–4400

RGNL AIR TRAFFIC DIVISIONS

REGION	TELEPHONE
Alaskan	907–271–5464
Central	816–329–2500
Eastern	718–553–4502
Great Lakes	847–294–7202
New England	781–238–7500
Northwest Mountain	425–227–2500
Southern	404–305–5500
Southwest	817–222–5500
Western Pacific	310–725–6500

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque	817–222–5006	7:30 a.m.–4:00 p.m.	505–856–4300
Anchorage	907–271–5936	7:30 a.m.–4:00 p.m.	907–269–1137
Atlanta	404–305–5180	7:30 a.m.–5:00 p.m.	770–210–7601
Boston	617–238–7001	7:30 a.m.–4:00 p.m.	603–879–6633
Chicago	847–294–8400	8:00 a.m.–4:00 p.m.	630–906–8221
Cleveland	847–294–8400	8:00 a.m.–4:00 p.m.	440–774–0310
Denver	425–227–1389	7:30 a.m.–4:00 p.m.	303–651–4100
Ft. Worth	817–222–5006	7:30 a.m.–4:00 p.m.	817–858–7300
Houston	817–222–5006	7:30 a.m.–4:00 p.m.	281–230–5300
Indianapolis	847–294–8400	8:00 a.m.–4:00 p.m.	317–247–2231
Jacksonville	404–305–5180	8:00 a.m.–4:30 p.m.	904–549–1501
Kansas City	816–329–3000	7:30 a.m.–4:00 p.m.	913–254–8500
Los Angeles	661–265–8200	7:30 a.m.–4:00 p.m.	661–265–8200
Memphis	404–305–5180	7:30 a.m.–4:00 p.m.	901–368–8103
Miami	404–305–5180	7:00 a.m.–3:30 p.m.	305–716–1500
Minneapolis	847–294–8400	8:00 a.m.–4:00 p.m.	651–463–5580
New York	718–995–5426	8:00 a.m.–4:40 p.m.	516–468–1001
Oakland	310–725–3300	6:30 a.m.–3:00 p.m.	510–745–3331
Salt Lake City	425–227–1389	7:30 a.m.–4:00 p.m.	801–320–2500
Seattle	425–227–1389	7:30 a.m.–4:00 p.m.	253–351–3500
Washington	718–995–5426	8:00 a.m.–4:30 p.m.	703–771–3401

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	404–305–5180	7:00 a.m.–3:30 p.m.	404–669–1200
Chicago	847–294–8400	8:00 a.m.–4:00 p.m.	847–608–5509
Dallas/Ft. Worth	817–222–5006	7:30 a.m.–4:00 p.m.	972–615–2500
Denver	425–227–1389	7:30 a.m.–4:00 p.m.	303–342–1500
Houston	817–222–5006	7:30 a.m.–4:00 p.m.	281–230–8400
New York	718–995–5426	8:00 a.m.–4:30 p.m.	516–683–2901
Northern CA	310–725–3300	7:00 a.m.–3:30 p.m.	916–366–4001
Potomac	718–995–5426	8:00 a.m.–4:30 p.m.	540–349–7500
Southern CA	310–725–3300	7:30 a.m.–4:00 p.m.	858–537–5800

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

KEY AIR TRAFFIC FACILITIES

DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817–222–5006	8:00 a.m.–5:00 p.m.	505–842–4366
Andrews AFB, MD	718–995–5426	8:00 a.m.–4:30 p.m.	301–735–2380
Baltimore/Washington Intl Thurgood Marshall, MD	718–995–5426	8:00 a.m.–4:30 p.m.	410–962–3555
Boston Logan Intl, MA	781–238–7001	7:30 a.m.–4:00 p.m.	617–455–3100
Bradley Intl, CT	617–238–7001	7:30 a.m.–4:00 p.m.	203–627–3428
Burbank/Bob Hope, CA	310–725–3300	7:00 a.m.–5:30 p.m.	818–567–4806
Charlotte Douglas Intl, NC	404–305–5180	8:00 a.m.–4:30 p.m.	704–344–6487
Chicago Midway, IL	847–294–8400	8:00 a.m.–4:00 p.m.	773–884–3670
Chicago O'Hare Intl, IL	847–294–8400	8:00 a.m.–4:00 p.m.	773–601–7600
Cleveland Hopkins Intl, OH	847–294–8400	8:00 a.m.–4:00 p.m.	216–898–2020
Covington/Cincinnati, OH	708–294–7401	8:00 a.m.–4:30 p.m.	606–767–1006
Dallas/Ft. Worth Intl, TX	817–222–5006	8:30 a.m.–5:00 p.m.	972–615–2531
Dayton Cox Intl, OH	847–294–8400	7:30 a.m.–4:00 p.m.	937–454–7300
Denver Intl, CO	425–227–1389	7:30 a.m.–4:00 p.m.	303–342–1600
Detroit Metro, MI	847–294–8400	8:00 a.m.–4:00 p.m.	734–955–5000
Fairbanks Intl, AK	907–271–5936	7:30 a.m.–4:00 p.m.	907–474–0050
Fort Lauderdale Intl, FL	404–305–5180	7:00 a.m.–3:30 p.m.	305–356–7932
George Bush Intercontinental/Houston, TX	817–222–5006	7:30 a.m.–4:00 p.m.	713–230–8400
Hartsfield–Jackson Atlanta Intl, GA	404–305–5180	7:00 a.m.–3:30 p.m.	404–669–1200
Honolulu Intl, HI	310–725–3300	7:30 a.m.–4:00 p.m.	808–840–6100
Houston Hobby, TX	817–222–5006	8:00 a.m.–5:00 p.m.	713–847–1400
Indianapolis Intl, IN	847–294–8400	8:00 a.m.–4:00 p.m.	317–484–6600
Kahului/Maui, HI	310–725–3300	7:30 a.m.–4:00 p.m.	808–877–0725
Kansas City Intl, MO	816–329–3000	7:30 a.m.–4:00 p.m.	816–329–2700
Las Vegas McCarran, NV	310–725–3300	7:30 a.m.–4:00 p.m.	702–262–5978
Los Angeles Intl, CA	310–725–3300	7:00 a.m.–3:30 p.m.	310–342–4900
Memphis Intl, TN	404–305–5180	7:30 a.m.–4:00 p.m.	901–322–3350
Louis Armstrong New Orleans Intl, LA	817–222–5006	7:00 a.m.–4:30 p.m.	504–471–4300
Miami Intl, FL	404–305–5180	7:00 a.m.–4:00 p.m.	305–869–5400
Minneapolis/St. Paul, MN	847–294–8400	8:00 a.m.–4:00p.m.	612–713–4000
Nashville Intl, TN	404–305–5180	7:00 a.m.–3:30 p.m.	615–781–5460
New York Kennedy Intl, NY	718–995–5426	8:00 a.m.–4:30 p.m.	718–656–0335
New York La Guardia, NY	718–995–5426	8:00 a.m.–4:30 p.m.	718–335–5461
Newark Liberty Intl, NJ	718–995–5426	7:30 a.m.–4:00 p.m.	973–565–5000
Norman Y. Mineta San Jose Intl, CA	310–725–3300	7:30 a.m.–4:00 p.m.	408–982–0750
Ontario Intl, CA	310–725–3300	7:30 a.m.–4:00 p.m.	909–983–7518
Orlando Intl, FL	404–305–5180	7:30 a.m.–5:00 p.m.	407–850–7000
Philadelphia Intl, PA	718–995–5426	8:00 a.m.–4:30 p.m.	215–492–4100
Phoenix Sky Harbor Intl, AZ	310–725–3300	7:30 a.m.–4:00 p.m.	602–379–4226
Pittsburgh Intl, PA	718–995–5426	8:00 a.m.–4:30 p.m.	412–269–9237
Portland Intl, OR	425–227–1389	7:30 a.m.–4:00 p.m.	503–493–7500
Raleigh-Durham, NC	404–305–5180	8:00 a.m.–4:30 p.m.	919–840–5544
Ronald Reagan Washington National, DC	718–995–5426	8:00 a.m.–4:30 p.m.	703–413–1535
Salt Lake City, UT	425–227–1389	7:30 a.m.–4:00 p.m.	801–325–9600
San Antonio Intl, TX	817–222–5006	8:00 a.m.–4:30 p.m.	210–805–5507
San Diego Lindbergh Intl, CA	310–725–3300	8:00 a.m.–4:30 p.m.	619–299–0677
San Francisco Intl, CA	310–725–3300	7:00 a.m.–3:30 p.m.	650–876–2883
San Juan Intl, PR	404–305–5180	7:30 a.m.–5:00 p.m.	809–253–8663
Seattle–Tacoma Intl, WA	425–227–1389	7:30 a.m.–4:00 p.m.	206–768–2900
St. Louis Lambert, MO	816–329–3000	7:30 a.m.–4:00 p.m.	314–890–1000
Tampa Intl, FL	404–305–5180	7:30 a.m.–4:00 p.m.	813–371–7700
Ted Stevens Anchorage Intl, AK	907–271–5936	7:30 a.m.–4:00 p.m.	907–271–2700
Teterboro, NJ	718–995–5426	8:00 a.m.–4:30 p.m.	201–288–1889
Washington Dulles Intl, DC	718–995–5426	8:00 a.m.–4:30 p.m.	571–323–6372
West Palm Beach, FL	404–305–5180	8:00 a.m.–4:30 p.m.	561–683–1867
Westchester Co, NY	718–995–5426	8:00 a.m.–4:30 p.m.	914–948–6520

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

ⓇCHICAGO CENTER 127.8 126.275 125.2 — **H–2–5–10–12, L–12–27–28–31, A–1 (KZAU)**

Aurora – 123.75
Burlington – 135.6
Chicago Heights – 132.95
Crown Point – 127.8
Danville – 135.75
Des Plaines – 133.2 128.65 120.35
Downers Grove – 135.75 127.6
Dubuque – 127.775 133.95 **125.225**
Ft. Wayne – 126.325 119.85
Goshen – 133.9 135.9 127.55
Grand Rapids – 126.125 128.4
Hampshire – 134.2 133.35
Horicon – 135.55 **132.75 132.225**
Jones – 125.975 120.225
Kankakee – 132.5 120.125 **118.225**
Lafayette – 123.85
Leroy – 119.225
Lone Rock – 133.3
Maple Park – 127.075
Milford – 135.4 132.5 127.45 125.05 120.175
Milwaukee – 134.75 132.3 125.1
Moline – 135.825 118.75
Monee – 133.425
Muskegon – 132.27
Oshkosh – 132.1
Pullman – 128.5
Rockford – 120.375
Rossville 125.375 **120.975**
South Bend – 135.35
Volk Fld 125.05

ⓇCLEVELAND CENTER — **H–2–5–10–11, L–27–28–29–30–31–32, A–2 (KZOB)**

Algonac – 134.775 132.25 **126.525**
Belmont – 135.175 124.425 120.4
Carleton – 134.775 119.95
Chardon – 120.775
Detroit (North) – 120.075
Findlay – 135.1 **127.675**
Flint – 127.7 126.75
Holland – 135.775 121.175
Jackson – 134.65 127.3
Litchfield – 135.725 134.65 120.45
Mansfield – 134.9 **133.375**
Mt Hope – 120.6
Paris – 128.15 120.6
Saginaw – 133.525 127.7
Sandusky – 132.45 127.9 **119.875 119.325**
Waterville – 128.625

Ⓡ INDIANAPOLIS CENTER – 133.425 **132.775 128.375** 125.55 124.525 119.55 — **H–5–9–10–12, L–16–25–26–27–29 (KZID)**

Brookville – 135.8 135.125 **120.575**
Evansville – 132.525 128.3
Henryville – 134.275 133.05 124.775
London – 134.0 **128.775** 126.57 124.8 120.475
Marietta – 125.55
Merwyn – 135.575 **134.7** 123.925
Muncie – 120.65
New Hope – 124.625 121.175
Portsmouth – 135.575 135.75 124.225 **120.275**
Rosewood – 128.075
Terre Haute – 134.175 132.2
Winchester – 128.22 126.375 **123.775**
Zanesville – 133.775 132.825 125.075 124.45

Ⓡ KANSAS CITY CENTER – 135.3 — **H–5–6, L–10–15–16–27, A–2 (KZKC)**

Decatur – 132.1 124.3
Effingham – 135.05 133.225 124.3
Kirksville – 134.625 132.6
Marion – 125.3
Mt Vernon – 132.875 127.7
Quincy – 135.525
St Charles – 125.9 121.25
St Louis – 128.1 **127.225** 125.5
Vandalia – 125.725

Ⓡ MINNEAPOLIS CENTER — **H–2–5–10–11, L–10–12–13–14–27–28–31 (KZMP)**

Alpena – 125.475
Central Wisconsin – 124.4
Duluth – 134.675 134.55 134.55 127.9
Eau Claire – 133.75 125.3
Escanaba – 127.65
Farmington – 133.7
Flying Cloud – 133.7 121.05
Green Bay – 125.55
Hayward – 126.45
Houghton – 127.2
Iron Mountain – 133.45 121.25
Ironwood – 133.55
La Crosse – 128.6 118.85
Mosinee – 124.4
Oscoda – 125.475
Pellston – 134.6 **132.425**
Princeton – 121.05
Rhinelander – 123.725 133.65
Rochester – 132.35
Saginaw – 118.05
Sawyer – 119.1
Swinns Valley – 135.7 134.85
Traverse City – 132.9
White Cloud – 132.55 120.85

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. ''T'' indicates transmit only and ''R'' indicates receive only. RCO's available at NAVAIDS are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

CLEVELAND AFSS

AKRON VOR/DME 114.4T 122.1R
BELLAIRE VOR/DME 117.1T 122.1R
BRIGGS VOR/DME 112.4T 122.1R
CHARDON VOR/DME 112.7T 122.1R
CLEVELAND RCO 122.1R 122.2 **122.35**
DRYER VOR/DME 113.6T 122.1R
FINDLAY VORTAC 108.2T 122.1R 122.2 **122.65**
JEFFERSON VOR/DME 115.2T 122.1R
MANSFIELD VORTAC 108.8T 122.1R **122.6**
NEWCOMERSTOWN VOR/DME 111.8T 122.1R
SANDUSKY VOR/DME 109.2T 122.1R
WATERVILLE VOR/DME 113.1T 122.1R
YOUNGSTOWN VORTAC 109.0T 122.1R 122.2
ZANESVILLE VOR/DME 111.4T 122.1R 122.2 **122.5**

DAYTON AFSS

ALLEN COUNTY VOR 108.4T 122.1R
ATHENS–ALBANY RCO 122.25
APPLETON VORTAC 116.7T 122.1R
CINCINNATI RCO **122.4**
COLUMBUS RCO 122.2 **122.3**
DAYTON RCO 114.5T 122.1R 122.2 **122.55**
DAYTON VOR/DME 114.5T 122.1R
GALLIPOLIS RCO 121.65
HILLSBORO RCO 122.2
ROSEWOOD VORTAC 117.5T 122.1R
YELLOW BUD VOR 112.5T 122.1R

GREEN BAY AFSS

ASHLAND RCO 122.25
BLACK RIVER FALLS RCO 122.5
CHIPPEWA RCO 123.65
DELLS VORTAC 117.0T 122.1R
EAU CLAIRE RCO 122.65 123.6
ESCANABA RCO 122.3
FALLS VOR/DME 110.0T 122.1R
FOND DU LAC RCO 122.5
GREEN BAY RCO 122.2 122.55
HANCOCK RCO **122.525** 123.65
HAYWARD VOR/DME 113.4T 122.1R
IRON MOUNTAIN VOR/DME 111.2T 122.1R
IRONWOOD RCO 122.3
JANESVILLE VOR/DME 114.3T 122.1R
KENOSHA VOR/DME 109.2T 123.6R
LA CROSSE RCO 122.2 122.35
LONE ROCK RCO 122.35
MACKINAC ISLAND RCO 122.35
MADISON RCO 122.6
MARSHFIELD RCO 122.55
MANITOWOC VOR/DME 111.0T 122.1R
MENOMINEE VOR/DME 109.6T 122.1R
MILWAUKEE RCO 122.4 122.65
MOSINEE RCO **122.525**
NEWBERRY RCO 122.4
OSHKOSH VORTAC 111.8T 122.1R 122.25
PHILLIPS RCO 122.05
PLATTEVILLE RCO 122.5
PRAIRIE DU CHIEN RCO 122.25
RHINELANDER VORTAC 109.2T 122.1R
RICE LAKE RCO 122.3
SAULT STE MARIE VOR/DME 112.2T 122.1R
SAWYER RCO 123.6
SCHOOLCRAFT COUNTY RCO 122.25
SIREN VOR/DME 109.4T 122.1R
STEVENS POINT VORTAC 110.6T 122.1R
TIMMERMAN VOR/DME 112.5T 123.6R
WAUSAU RCO 122.4
WEST BEND VOR 109.8T 122.1R
WISCONSIN RAPIDS RCO 122.45
WOODRUFF RCO 122.6

KANKAKEE AFSS

BLOOMINGTON VOR/DME 108.2T 123.6R
BRADFORD VORTAC 114.7T 122.05R 123.6
CHICAGO HEIGHTS VORTAC 114.2T 122.1R
CHICAGO MEIGS RCO **122.15**
DUPAGE VOR/DME 108.4T 122.1R 122.3
GALESBURG VOR/DME 109.8T 122.1R
JOLIET VORTAC 112.3T 122.1R 122.5
KANKAKEE VOR/DME 111.6T 122.1R 122.2
MACOMB RCO **122.15**
MOLINE RCO **122.6**
NEW LENOX RCO 122.5
PEORIA RCO 122.35
PEOTONE VORTAC 113.2T 122.05R
POLO VOR/DME 111.2T 122.1R
PONTIAC VOR/DME 109.6T 122.1R
ROCKFORD VOR/DME 110.8T 122.1R 122.65
WAUKEGAN RCO 122.55

LANSING AFSS

ALPENA VORTAC 108.8T 122.1R
BAD AXE RCO 122.65
BATTLE CREEK RCO 122.2
BARRIEN SPRINGS RCO 121.625
CARLETON VORTAC 115.7T 122.1R
DETROIT RCO 122.2 **122.55**
FLINT RCO 122.3
GAYLORD RCO 122.55
GRAND RAPIDS VOR/DME 115.95T 122.1R
JACKSON RCO 122.2
KALAMAZOO VOR/DME 109.0T 122.1R
KEELER VOR/DME 116.6T 122.1R
LANSING RCO 122.2
LITCHFIELD VOR/DME 111.2T 122.1R
LUDINGTON RCO 122.45
MANISTEE VOR/DME 111.4T 122.1R
MOUNT PLEASANT RCO 122.6
MUSKEGON RCO 122.5
PECK VORTAC 114.0T 122.1R
PELLSTON RCO 122.2 122.3 123.6
PONTIAC VORTAC 111.0T 122.15R
PULLMAN VOR/DME 112.1T 122.1R
SAGINAW RCO 122.2 122.4
SALEM VORTAC 114.3T 122.1R
TRAVERSE CITY RCO 122.2 **122.65**
WEST BRANCH RCO 122.35
WHITE CLOUD VORTAC 117.6T 122.1R

SAINT LOUIS AFSS 122.2 122.45

BIBLE GROVE VORTAC 109.0T 122.05R
CENTRALIA VORTAC 115.0T 122.1R
CHAMPAIGN VORTAC 110.0T 122.1R 122.45
DANVILLE VORTAC 111.0T 122.1R
DECATUR VORTAC 117.2T 122.1R 122.3
MARION VOR/DME 110.4T 122.1R
MATTOON VOR/DME 109.4T 123.6R
MOUNT VERNON VOR/DME 113.8T 122.05R
QUINCY VORTAC 113.6T 122.1R 122.5
ROBERTS VOR/DME 116.8T 122.1R
SAINT LOUIS REGIONAL RCO 122.05
SAMSVILLE VOR/DME 116.6T 122.1R
SPINNER VORTAC 112.7T 122.25
VANDALIA VORTAC 114.3T 122.1R

TERRE HAUTE AFSS

CROWNPOINT RCO 123.65
EVANSVILLE RCO 122.65
FORT WAYNE RCO 122.2 122.45
GOSHEN VORTAC 113.7T 122.1R
HOOSIER VORTAC 110.2T 122.1R
INDIANAPOLIS RCO 122.55
KNOX VOR/DME 115.6T 122.1R
KOKOMO VORTAC 113.5T 122.1R
LAFAYETTE RCO 122.2 122.35
MUNCIE VOR/DME 114.4T 122.1R
NABB VORTAC 112.4T 122.1R
OSGOOD RCO 122.25
RICHMOND VORTAC 110.6T 122.1R
SHELBYVILLE VORTAC 112.0T 122.1R
SOUTH BEND RCO 122.6
TERRE HAUTE RCO **122.65**
WASHINGTON RCO 122.2

FLIGHT STANDARDS DISTRICT OFFICES (FSDO)

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and th general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manage Flight Standards District Office–Federal Aviation Administration.

ILLINOIS

DuPage Airport
31W775 North Avenue
West Chicago, Illinois 60185–1056
Telephone: 630–443–3100

Capital Airport
1250 North Airport Drive, Suite 1
Springfield, Illinois 62707-8417
Telephone: 217–744–1910

9950 West Lawrence Ave., Suite 400
Schiller Park, Illinois 60176
Telephone: 847–928–8000

INDIANA

1201 Columbia Road, Suite 101
Plainfield, Indiana 46168
Telephone: (317) 837–4400

5800 Nimtz Parkway
South Bend, Indiana 46628
Telephone: (574) 245–4600

MICHIGAN

3196 Kraft Ave. SE, Suite 103
Grand Rapids, Michigan 49512
Telephone: 616–954–6657

Willow Run Airport
8800 Beck Road
Belleville, Michigan 48111
Telephone: 734–487–7222

OHIO

Great Northern Technology Park II
25249 Country Club Blvd.
North Olmsted, Ohio 44070
Telephone: 440–686–2001

Lunken Airport Executive Building
Ground Floor
4242 Airport Road
Cincinnati, Ohio 45226
Telephone: 513–979–6400

Port Columbus International Airport
2780 Airport Drive, Suite 300
Columbus, Ohio 43219
Telephone: 614–255–3120

WISCONSIN

General Mitchell Intl Airport
4915 S. Howell Ave.
Milwaukee, Wisconsin 53207
Telephone: 414–486–2920

PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC navaids.
7. Intersection names are spelled out.
8. Navaid radial and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another navaid radial (e.g., UIM UIM255 GSW031); or an intersection (e.g., GSW081 FITCH).
9. Where two navaids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations ''pressurized'' and ''unpressurized'' for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.

Sun ..... 1300–2259 local time.
Mon thru Fri ..... 0701–2259 local time.
Sat ..... 0701–1459 local time.

14. Use current SIDs and STARSs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets [ ] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

LOW ALTITUDE

Terminals	Route	Effective Times (UTC)
CHICAGO METRO AREA		
From Midway (MDW) or O'Hare (ORD)		
Atlanta (ATL)	EON V171 TTH V243 GQO V333 DALAS ATL	
Denver (DEN)	SIMMN V172 OBH V219 HCT V8 DVV	
Indianapolis (IND)	EON V399 KENLA V128 JELLS	
Louisville (LOU)	EON V171 TTH V243 IIU279 CHERI	1100–0300
Memphis (MEM)	RBS V429 MWA V67 CNG V11 MIOLA	1600–2300
Miami (MIA)	EON V171 TTH V243 LGC V321 PZD V159 CTY V7 LAL V157 LBV V529 V35 CURVE	1100–0300
Pittsburgh (PIT)	GIJ V6 DJB V30 ACO V337 CUTTA	1100–0300
San Francisco (SFO)	SIMMN V172 PLL V158 DBQ V100 MBW V6 FMG V6	
Tampa (TPA)	EON V171 TTH V243 LGC V321 PZD V159 CTY V35 ENDED or (GPS or DME/DME–IRU Equipped) EON V171 TTH V243 LGC V321 PZD V159 CTY V35 ENDED	
Tulsa (TUL)	MZV BRL V63 SGF V14	0000–2359
Washington Natl (DCA)	EON V144 ESL V4 MANNE	1100–0300

Terminals	Route	Effective Times (UTC)
From Midway (MDW) only		
Des Moines (DSM)	SIMMN V172 TNU	1100–0300
Detroit Metro–Wayne Co. (DTW)	GIJ V10 LFD MIZAR–STAR	
Detroit Satellites:		
Ann Arbor (ARB)		
Pontiac (PTK)		
Willow Run (YIP)	GIJ V10 LFD CRUXX–STAR	
Windsor (YQG)		
Young (DET)	GIJ ELX V218 LAN SPRTN–STAR	
Kansas City (MKC)	MZV BRL V10 IRK BQS–STAR	1100–0300
Omaha (OMA)	SIMMN V172 OVR	0000–2359
From O'Hare (ORD) only		
Cleveland (CLE)	GIJ V6 VWV WAKEM–STAR	1100–0300
Des Moines (DSM)	SIMMN V172 TNU	0000–2359
Detroit Metro–Wayne Co (DTW)	PETTY MKG POLAR–STAR	
Detroit Satellites:		
Ann Arbor (ARB)		
Pontiac (PTK)		
Willow Run (YIP)		
Windsor (YQG)		
Young (DET)	MUSKY V100 ELX V218 LAN SPRTN–STAR	
Kansas City (MKC)	MZV BRL V10 IRK BQS–STAR	
Memphis (MEM)	RBS V429 MWA V67 CNG V11 MIOLA	0000–2359
Muskegon (MKG)	PETTY V216	
Omaha (OMA)	SIMMN V172 OVR	0000–2359
Saginaw (MBS)	PETTY MKG V216	
From O'Hare (ORD) and North Satellite Airports		
Detroit Metro–Wayne Co. (DTW)	(150–230 incl) PETTY MKG POLAR–STAR	1100–0300
CINCINNATI METRO AREA (CVG, LUK)		
Detroit/Wayne (DTW)	DQN MIZAR–STAR	1100–0300
	or	
	(RNAV only) HAGOL (RNAV)–DP DQN MIZAR–STAR	1100–0300
Detroit Satellites:		
Ann Arbor (ARB)	DQN CRUXX–STAR	1100–0300
	or	
	(RNAV only) HAGOL (RNAV)–DP DQN CRUXX–STAR	1100–0300
Pontiac, Willow Run (PTK, YIP)	(RNAV only) HAGOL (RNAV)–DP DQN CRUXX–STAR	
	or	
	(all others) DQN CRUXX–STAR	
Windsor, Young (DET, YQG)	(RNAV only) HAGOL (RNAV)–DP DQN V275 KLINE VXV VXV064 LYNTN	
	or	
	(all others) DQN V275 KLINE VWV VWV064 LYNTN	
From COVINGTON (CVG) only:		
Atlanta (ATL)	BLUEGRASS–DP HYK V97 VXV V267 HRS V463 WOMAC ATL	1100–0300
Chicago (MDW)	WHITEWATER–DP LOVEY VHP BVT V97 CGT	1100–0300
	or	
	(RNAV only) LOVEY (RNAV)–DP LOVEY VHP BVT V97 CGT	1100–0300
Chicago (ORD)	(RNAV only) LOVEY (RNAV)–DP LOVEY VHP BVT V97 CGT V7 BEBEE	1100–0300
	or	
	(all others) WHITEWATER–DP VHP BVT V97 CGT V7 BEBEE	1100–0300
Indianapolis (IND)	V128 VHP	1100–0300
Knoxville (TYS)	(RNAV only) KENLN (RNAV)–DP HYK V97	
	or	
	(all others) BLUEGRASS–DP HYK V97	
Louisville (SDF)	CVG206 IIU055 IIU	1100–0300
Pittsburgh (PIT)	(60–170 incl–RNAV only) GIPLE (RNAV)–DP YRK V44 JPU V117 WISKE WISKE–STAR	1100–0300
	or	

Terminals	Route	Effective Times (UTC)
	(all others, 60–170 incl) RHOMM–DP YRK V44 JPU V117 WISKE WISKE–STAR	1100–0300
CLEVELAND METRO AREA (CLE, CGF, BKL, LNN, LPR)		
Baltimore (BWI)	(90–170 incl) ACO AIR V75 MGW V44 MRB V3 EMI	1100–0300
Boston (BOS)	(60–170 incl) V522 ERI V270 CFB V72 ALB V2 GDM GDM–STAR	1100–0300
Buffalo (BUF)	(60–170 incl) V522 ERI V43 WELLA	
Chicago Midway (MDW)	(60–170 incl) SKY VWV V126 CGT	1100–0300
Chicago O'Hare (ORD)	(60–170 incl) V45 VWV V126 HALIE V340 BEARZ	1100–0300
Columbus (CMH)	(60–170 incl) DJB DJB173 HERAK APE035 APE	
Dayton (DAY)	(60–170 incl) OBRLN–DP ROD	
Detroit/Wayne (DTW)	(60–170 incl) DJB DJB314 GEMNI GEMNI–STAR	
Detroit Satellites:		
Ann Arbor (ARB)		
Pontiac (PTK)		
Willow Run (YIP)		
Windsor (YQG)		
Young (DET)	(60–170 incl) DJB LLEEO–STAR	1100–0300
Indianapolis (IND)	(60–170 incl) OBRLN–DP MIE MIE244 CLANG CLANG–STAR	
Pittsburgh (PIT)	(60–170 incl) ACO V337 CUTTA	1100–0300
Rochester (ROC)	(60–170 incl) V522 ERI V14 BUF V2 CLUNG	1100–0300
Washington Dulles (IAD)	(90–170 incl) ACO AIR V75 MGW V144 ESL V4 AML	1100–0300
	or	
	(90–170 incl) ACO AIR V75 MGW V44 MRB AML	1100–0300
Washington Natl (DCA)	(90–170 incl) ACO AIR V75 MGW V144 ESL V4 AML	1100–0300
COLUMBUS (CMH)		
Cleveland (CLE)	(60–170 incl) V43 TVT KEATN–STAR	1100–0300
Pittsburgh (PIT)	(60–170 incl) APE V12 CTW WISKE–STAR	1100–0300
Toledo (TOL)	V493 VWV	1100–0300
DAYTON (DAY)		
Chicago Midway (MDW)	V55 V422 CGT	1100–0300
Chicago O'Hare (ORD)	V55 FWA V340 BEARZ	1100–0300
Cleveland (CLE)	DQN ZABER–STAR	1100–0300
Detroit Metro–Wayne Co (DTW)	DQN MIZAR–STAR	1100–0300
Detroit Satellites:		
Ann Arbor (ARB)		
Pontiac (PTK)		
Willow Run (YIP)	DQN CRUXX–STAR	
Windsor (YQG)		
Young (DET)	V275 KLINE VWV VWV064 LYNTN	
Washington Dulles (IAD)	(90–170 incl) ZZV V144 ESL V4 AML	1100–0300
	or	
	(90–170 incl) ZZV V14 MGW V44 MRB AML	1100–0300
Washington Natl (DCA)	(90–170 incl) ZZV V144 ESL V4 AML	1100–0300
DETROIT METRO AREA (Detroit Metro–Wayne Co & Satellites)		
Albany (ALB)	(60–170 incl) TYCOB V116 BFD V72	1100–0300
Atlantic City (ACY)	(60–170 incl) ERRTH–DP CXR YNG V6 SEG V170 MXE V184	1100–0300
Boston (BOS)	(60–170 incl) TYCOB V116 BFD V72 ALB V2 GDM	1100–0300
Buffalo (BUF)	(60–170 incl) TYCOB V90 DKK	1100–0300
Chicago Midway (MDW)	HARWL JXN V116 LEROY GSH CGT	1100–0300
Chicago O'Hare (ORD)	FWA–DP FWA KNOX–STAR	
	or	
	FWA–DP FWA WATSON (RNAV)–STAR	
	or	
	HARWL JXN V116 ELX V100 DEERE	
	or	

Terminals	Route	Effective Times (UTC)
	GRR MKG V510 FAH BJB OBK	
Cleveland (CLE)	MAARS ACO319 HIMEZ HIMEZ–STAR	
Columbus (CMH)	CAVVS VWV FDY V279 GUNNE	1100–0300
Fort Wayne (FWA)	(60–170 incl, Props) HARWL JXN V221	1100–0300
	or	
	(60–170 incl, Jets) ANNTS DXO217 FWA071	1100–0300
Indianapolis (IND)	HARWL JXN V221 MIE V14 CLANG–STAR	1100–0300
Milwaukee (MKE)	(60–170 incl) DUNKS V170 PMM V170 PETTY	1100–0300
Montreal (CYUL)	(60–170 incl) TYCOB V116 ERI V270 ELZ V501 SYR MSS V203 FRANX FRANX–STAR	1100–0300
Pittsburgh (PIT)	(60–170 incl) ACO CUTTA–STAR	1100–0300
Rochester (ROC)	(60–170 incl) TYCOB YQG 098 SURLY DKK V14 BUF	1100–0300
Syracuse (SYR)	(60–170 incl) TYCOB V116 ERI V14 GEE V84	1100–0300
Washington Natl (DCA)	(60–170 incl) ACO AIR V75 MGW V144 ESL V4 MANNE	1100–0300
Westchester Co (HPN)	(60–170 incl) TYCOB V116 ERI V270 V433 V157 HAARP	1100–0300
	or	
	(60–170 incl, props less than 250 kts) TYCOB V116 ERI V270 V433 V123 HAARP	1100–0300
FORT WAYNE (FWA)		
Moline (MLI)	V144 BDF V156 MZV	0000–2359
Rockford (RFD)	V144 SMARS V128	0000–2359
GREATER PEORIA RGNL (PIA)		
Chicago Midway (MDW)	PIA PIA056 MOTIF JOT	
Chicago O'Hare (ORD)	PIA PIA035 V10 PLANO	
INDIANAPOLIS (IND)		
Cleveland Metro Area (CLE) (CGF) (BKL)		
(LNN) (LPR)	(RNAV only/60–170 incl) DQN ZABER –STAR	
	or	
	(all others/60–170 incl) DQN MFD ZABER –STAR	
Detroit Metro–Wayne Co (DTW)	FWA MIZAR–STAR	
	FWA CRUXX–STAR	
Detroit Satellites:		
Ann Arbor (ARB)		
Pontiac (PTK)		
Willow Run (YIP)	FWA CRUXX–STAR	
Windsor (YQG)		
Young (DET)	V275 KLINE VWV VWV051 POOFE	
Evansville (EVV)	V305	
Kansas City (MKC)	V50 SPI BQS–STAR	0000–2359
Pittsburgh (PIT)	(60–170 incl) V50 DQN V12 CTW WISKE–STAR	1100–0300
Springfield (SGF)	V11 PXV V190	0000–2359
	or	
	TTH BIB V72 FAM V190	0000–2359
Tulsa (TUL)	V11 PXV V190 SGF V14	0000–2359
Wichita (ICT)	TTH BIB V72 ENL V234 EMP V12	0000–2359
MILWAUKEE (MKE)		
Detroit Metro–Wayne Co (DTW)	(60–170 incl) SQUIB MKG POLAR–STAR	
Detroit Satellites:		
Ann Arbor (ARB)		
Pontiac (PTK)		
Willow Run (YIP)		
Windsor (YQG)		
Young (DET)	GRR LAN SPRTN–STAR	
MOLINE (MLI)		
Fort Wayne (FWA)	V156 BDF V144	0000–2359
South Bend (SBN)	V156 BDF V144 MAPPS V156	0000–2359
ROCKFORD (RFD)		
Fort Wayne (FWA)	V128 SMARS V144	0000–2359
South Bend (SBN)	V128 SMARS V144 MAPPS V156	0000–2359
SOUTH BEND (SBN)		
Moline (MLI)	V156 MAPPS V144 BDF V156 MZV	0000–2359
Rockford (RFD)	V156 MAPPS V144 SMARS V128	0000–2359

Terminals	Route	Effective Times (UTC)
SPRINGFIELD (SPI)		
Chicago Midway (MDW)	PNT MOTIF–STAR	0000–2359
Chicago O'Hare (ORD)	PNT V227 PLANO	0000–2359
Springfield (SGF)	V50 UIN V63 SGF V14	0000–2359
Tulsa (TUL)	V50 UIN V63 SGF V14	0000–2359
TERRE HAUTE (HUF)		
Kansas City (MKC)	V50 SPI BQS–STAR	0000–2359
Springfield (SGF)	V7 PXV V190	0000–2359
Tulsa (TUL)	V7 PXV V190 SGF V14	0000–2359

SPECIAL LOW ALTITUDE DIRECTIONAL ROUTES

	Route	Effective Times (UTC)
Low Altitude IFR single–direction route for traffic overflying ZOB ARTCC landing at ORD:		
Westbound	JXN V116 ELX V100 DEERE	
Low Altitude IFR single–direction route for traffic overflying ZOB ARTCC landing at ORD:		
Westbound	OXI KNOX–STAR	

HIGH ALTITUDE

Terminals	Route	Effective Times (UTC)
AKRON (CAK)		
Detroit/Wayne (DTW)	DJB DJB314 GEMNI GEMNI–STAR	
CHICAGO METRO AREA (ORD, MDW)		
Atlanta (ATL)	(RNAV only) GUIDO J73 PXV BNA ERLIN (RNAV)–STAR	
	or	
	(all others) GUIDO J73 PXV BNA ROME–STAR	
Baltimore (BWI)	GIJ J146 J34 DJB J162 MGW EMI–STAR	
Birmingham (BHM)	EON DNB BNA VUZ	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) EON DNV TTH SWAPP ATL J89 OTK PRRIE (RNAV)–STAR	
Boston (BOS)	ELX CRL J554 JHW J82 ALB GDM GDM–STAR	
Bristol/Johnson/Kingsport (TRI)	EON DNV VHP J24 FLM HMV	
Charleston (CHS)	EON DNV VHP J24 FLM	
Charleston (CRW)	EON DNV VHP J24 FLM HVQ	
Charlotte (CLT)	EON DNV VHP J24 FLM JOHNS (RNAV)–STAR	
Chattanooga (CHA)	EON DNV	
Cincinnati (CVG)	(RNAV only) EON DNV CEGRM (RNAV)–STAR	
	or	
	(all others) EON DNV SHELBYVILLE–STAR	
Columbia (CAE)	EON DNV VHP J24 FLM	
Columbus (CMH)	GIJ GIJ092036 FWA J178 APE	
Dallas/Fort Worth (DFW)	RBS STL RZC FSM BYP	
Dayton (DAY)	GIJ GIJ092036 FWA ROD DQN	
Denver (DEN)	IOW DSM J10 LBF SAYGE–STAR	
	or	
	PLL PLL275065 FOD J94 ONL J114 SNY LANDR–STAR	
Detroit/Wayne (DTW)	PETTY MKG POLAR–STAR	
Evansville (EVV)	GUIDO	
Fort Lauderdale (FLL)	GUIDO J73 SZW J43 PIE FORTL–STAR	
	or	
	EON DNV TTH SWAPP ATL J89 HITTR PIE FORTL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) EON DNV TTH SWAPP ATL J89 OTK JINGL (RNAV)–STAR	
Greensboro (GSO)	EON DNV VHP J24 FLM	
Greer (GSP)	EON DNV VHP J24 FLM SOT SUG V185 UNMAN	
Harrisburg (MDT)	GIJ J146 J34 DJB J518 J152 HAR	

Terminals	Route	Effective Times (UTC)
Huntsville (HSV)	EON DNV	
Jacksonville (JAX)	EON DNV TTH SWAPP ATL AMG ALMA–STAR	
Kennedy (JFK)	ELX CRL J554 JHW J70 LVZ LENDY–STAR	
Knoxville (TYS)	EON DNV VHP J24 FLM J43 VXV	
La Guardia (LGA)	GIJ J146 MIP MIP–STAR	
Memphis (MEM)	RBS FAM ARG GQE–STAR	
	or	
	GUIDO J73 PXV WLDER–STAR	
Miami (MIA)	GUIDO J73 SZW J43 PIE CYY–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) EON DNV TTH SWAPP ATL SZW SSCOT (RNAV)–STAR	
Myrtle Beach (MYR)	EON DNV VHP J24 FLM	
Nashville (BNA)	EON DNV TTH HEHAW–STAR	
Newark (EWR)	ELX CRL J584 SLT FQM–STAR	
Norfolk (ORF)	EON DNV VHP J24 MOL TERKS–STAR	
Oakland (OAK)	PLL PLL275065 FOD J94 ONL J148 OAL MOD	
	or	
	PLL PLL275065 FOD J94 LCU J158 MVA	1500–0400
Orlando Exec (ORL)	EON DNV TTH BWG GQO ATL J89 OTK LEESE–STAR	
Orlando Intl (MCO)	EON DNV TTH SWAPP ATL J89 OTK LEESE–STAR	
Philadelphia (PHL)	GIJ J146 CXR EWC JST BUNTS–STAR	
Phoenix (PHX)	MZV STJ J18 FTI J19 ZUN BUNTR–STAR	1200–0400
	or	
	IOW J192 PWE J64 PUB ALS J102	
Pittsburgh (PIT)	GIJ J146 J34 DJB ACO V337 CUTTA	
Pottstown (PTW)	GIJ J146 CXR EWC JST	
Raleigh–Durham (RDU)	EON DNV VHP J24 FLM BKW ROA SBV–STAR	
Richmond (RIC)	EON DNV VHP J24 FLM MOL FAK	
Roanoke (ROA)	EON DNV VHP J24 FLM	
St. Petersburg–Clearwater (PIE)	GUIDO J73 SZW DARBS–STAR	
San Francisco (SFO)	PLL PLL275065 FOD J94 FMG ILA PYE	1500–0400
San Jose (SJC)	PLL PLL275065 FOD J94 FMG HYP–STAR	
	or	
	DBQ J94 LCU HYP–STAR	1500–0400
Sarasota/Bradenton (SRQ)	GUIDO J73 PXV J73 SZW CLAMP–STAR	
Tampa (TPA)	GUIDO J73 PXV J73 SZW DARBS–STAR	
	or	
	(GPS or DME/DME–IRU equipped) GUIDO J73 PXV J73 SZW FOXX (RNAV)–STAR	
Toledo (TOL)	GIJ J146 PLAIN VWV	
Washington Natl (DCA)	GIJ J146 J34 SHAAR WZRRD–STAR	
	or	
	GIJ J146 J34 SHAAR ELDEE (RNAV)–STAR	
West Palm Beach (PBI)	(all others) EON DNV TTH SWAPP ATL OTK WLACE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK WLACE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) EON DNV TTH IIU J99 VXV J43 WLACE (RNAV)–STAR	
	or	
	(all others) ORD EON DNV TTH SWAPP ATL OTK WLACE (RNAV)–STAR	
Windsor Locks (BDL)	ELX CRL J554 JHW J82 WILET RKA292 RKA SWEDE–STAR	
CHICAGO Midway (MDW) only		
Albany (ALB)	LEWKE GIJ EVOTE NELLS KEEHO JHW J82	
Allentown (ABE)	LEWKE GIJ J146 FJC	

Terminals	Route	Effective Times (UTC)
Atlanta (ATL)	CMSKY CARYN CYBIL PXV J73 BNA ROME–STAR	
	or	
	CMSKY CARYN CYBIL PXV BNA ERLIN (RNAV)–STAR	
Baltimore (BWI)	LEWKE GIJ OTENS ANEWA RIEKE DJB J34 AIR KEMAN WESTMINSTER–STAR	
Birmingham (BHM)	CMSKY CARYN CYBIL PXV	
Bristol/Johnson/Kingsport (TRI)	EARND ELANR EMMLY ETAME EMEGE FLM	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) GUIDO J73 SZW PRRIE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) EON DNV TTH SWAPP ATL J89 OTK PRRIE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK PRRIE (RNAV)–STAR	
Boston (BOS)	LEWKE GIJ EVOTE NELLS KEEHO JHW J82 ALB GARDNER–STAR	
Buffalo (BUF)	LEWKE GIJ EVOTE NELLS KEEHO DKK	
Charleston (CHS, CRW)	EARND ELANR EMMLY ETAME EMEGE FLM	
Charlotte (CLT)	EARND ELANR EMMLY ETAME FLM JOHNS (RNAV)–STAR	
Chattanooga (CHA)	DENNT DARCY DREGS DONVE BWG	
Cincinnati (CVG)	DENNT DARCY DNV CEGRM (RNAV)–STAR	
	or	
	DENNT DARCY DNV SHB–STAR	
Cleveland (CLE)	ELX CRL HIMEZ–STAR	
	or	
	LEWKE GIJ CRL HIMEZ–STAR	
Columbia (CAE)	EARND ELANR EMMLY ETAME EMEGE FLM	
Columbus (CMH)	LEWKE GIJ SEWTO FWA GUNNE–STAR	
Dallas/Fort Worth (DFW)	ACITO ADELL ARLYN STL RZC FSM BONHAM–STAR	
Detroit Metro–Wayne Co (DTW)	GIJ LFD MIZAR–STAR	
Detroit Metro Area (ARB, PTK, YIP)	GIJ LFD CRUXX–STAR	
Detroit Metro Area (DET, CYQG)	GIJ LAN SPRTN–STAR	1200–0400
Evansville (EVV)	DENNT DARCY DREGS DONVE	
Fort Lauderdale (FLL)	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK JINGL (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK JINGL (RNAV)–STAR	
	or	
	EON DNV TTH IIU J99 VXV J46 AMG TAY JINGL (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) EON DNV TTH SWAPP ATL J89 OTK JINGL (RNAV)–STAR	
Fort Myers (RSW)	CMSKY CARYN CYBIL PXV J73 SZW TYNEE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) GUIDO J73 PXV J73 SZW TYNEE (RNAV)–STAR	
Greensboro (GSO)	EARND ELANR EMMLY ETAME FLM PSK SMOKN–STAR	
Greenville–Spartanburg (GSP)	EARND ELANR EMMLY ERECO IIU	
Houston (HOU)	(GPS or DME/DME–IRU equipped) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB ROKIT (RNAV)–STAR	
	or	
	(Non–advanced NAV only) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB DAS–STAR	

Terminals	Route	Effective Times (UTC)
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB TXMEX (RNAV)–STAR	
	or	
	(Non–advanced NAV only) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB DAS–STAR	
Huntsville (HSV)	DENNT DARCY DREGS DONVE BWG	
Islip (ISP)	LEWKE GIJ EVOTE NELLS KEEHO JHW J70 STW LENDY	
Jacksonville (JAX)	DENNT DARCY DREGS DUMGE SWAPP AMG ALMA–STAR	
La Guardia (LGA)	LEWKE GIJ J146 ETG MILTON–STAR	
Memphis (MEM)	BACEN BLOKR BEKKI FAM ARG GILMORE–STAR	
	or	
	CMSKY CARYN CYBIL PXV WLDER–STAR	
Miami (MIA)	DENNT DARCY DREGS DUMGE SWAPP ATL SZW J43 PIE CYPRESS–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL SZW J86 OTK SSCOT (RNAV)–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) GUIDO J73 SZW SSCOT (RNAV)–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) EON DNV TTH IIU J99 VXV J46 AMG TAY SSCOT (RNAV)–STAR	
	or	
	EON DNV TTH SWAPP ATL SZW J43 PIE CYPRESS–STAR	
Minneapolis (MSP)	BAE EAU–STAR	1200–0400
Manchester (MHT)	LEWKE GIJ EVOTE NELLS KEEHO JHW J82 ALB EEN	
Nashville (BNA)	CMSKY CARYN CYBIL PXV CCT HEHAW–STAR	
Newark (EWR)	LEWKE GIJ EVOTE NELLS KEEHO J584 SLT FQM WILLIAMSPORT–STAR	
New Orleans (MSY)	BACEN BLOKR BEKKI ENL J71 MEM J35 MCB RYTHM–STAR	
Norfolk (ORF)	EARND ELANR EMMLY ETAME EMEGE FLM J24 MOL TERKS–STAR	
Orlando (MCO/ORL)	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK PIGLT (RNAV)–STAR	
	or	
	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK LEESE–STAR	1100–0400
Phoenix (PHX	MZV J18 FTI J19 ZUN EAGUL (RNAV)–STAR	1200–0400
	or	
	MZV LMN J64 HLC LAA J102 GUP EAGUL (RNAV)–STAR	
Philadelphia (PHL)	LEWKE GIJ J146 CXR EWC JST BUNTS–STAR	
Pittsburgh (PIT)	LEWKE GIJ OTENS ANEWA RIEKE DJB ACO CUTTA–STAR	
Providence (PVD)	LEWKE GIJ EVOTE NELLS KEEHO JHW J82 MEMMS J522 HNK TEDDY	
Raleigh/Durham (RDU)	EARND ELANR EMMLY ETAME EMEGE FLM BKW ROA SOUTH BOSTON–STAR	
Richmond (RIC)	EARND ELANR ETAME EMEGE FLM J24 FAK	
Rochester (ROC)	LEWKE GIJ EVOTE NELLS KEEHO DKK BUF	
Saint Petersburg/Clearwater (PIE)	CMSKY CARYN CYBIL PXV J73 SZW DARBS–STAR	
Sarasota/Bradenton (SRQ)	CMSKY CARYN CYBIL PXV J73 SZW CLAMP–STAR	
Tampa (TPA)	CMSKY CARYN CYBIL PXV J73 SZW FOOXX (RNAV)–STAR	
	or	

Terminals	Route	Effective Times (UTC)
	CMSKY CARYN CYBIL PXV J73 SZW DARBS–STAR	
Teterboro (TEB)	LEWKE GIJ EVOTE NELLS KEEHO JHW J70 LVZ WILKES BARRE–STAR	
Trenton (TTN)	LEWKE GIJ J146 CXR EWC JST BUNTS–STAR	
Washington Dulles (IAD)	LEWKE GIJ OTENS ANEWA RIEKE DJB J34 AIR MGW MGW121 VERNI ESL ROYIL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) LEWKE GIJ OTENS ANEWA RIEKE DJB J34 AIR MGW VERNI ESL SHNON (RNAV)–STAR	
Washington Natl (DCA)	(GPS or DME/DME–IRU equipped) GIJ J146 J34 BUCKO ELDEE (RNAV)–STAR	
	or	
	LEWKE GIJ OTENS ANEWA RIEKE DJB J34 SHAAR WZRRD–STAR	
	or	
	(GPS or DME/DME–IRU equipped) LEWKE GIJ OTENS ANEWA RIEKE DJB J34 SHAAR ELDEE (RNAV)–STAR	
White Plains (HPN)	LEWKE GIJ EVOTE NELLS KEEHO JHW ITH DNY VALRE–STAR	
Windsor Locks (BDL)	LEWKE GIJ EVOTE NELLS KEEHO JHW J82 WILET SWEDE–STAR	
CHICAGO O'Hare (ORD) only		
Akron (CAK)	MOBLE ADIME OTENS VWV MFD V8 DALTS	
Albany (ALB)	EBAKE WISMO POSTS PADDE SVM DKK	
Allentown (ABE)	MOBLE ADIME GERBS J146 MIP	
Andrews AFB (ADW)	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 SHAAR WZRRD–STAR	
Atlanta (ATL)	CMSKY CARYN CYBIL PXV J73 BNA ROME–STAR	
	or	
	CMSKY CARYN CYBIL PXV BNA ERLIN (RNAV)–STAR	
Atlantic City (ACY)	MOBLE ADIME GERBS J146 CXR EWC JST J152 HAR SIE	
Baltimore (BWI)	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 AIR KEMAN WESTMINSTER–STAR	
Bedford (BED)	EBAKE WISMO POSTS PADDE SVM DKK ALB GDM V431 LOBBY	
Birmingham (BHM)	CMSKY CARYN CYBIL PXV	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) GUIDO J73 SZW PRRIE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) EON DNV TTH SWAPP ATL J89 PRRIE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK PRRIE (RNAV)–STAR	
Boston (BOS)	EBAKE WISMO POSTS PADDE SVM DKK ALB GARDNER–STAR	
Bristol/Johnson/Kingsport (TRI)	EARND ELANR EMMLY ETAME EMEGE FLM	
Buffalo (BUF)	DUFEE ELX HAAKK DOXXY SOSIC COHOW DKK	
Burlington (BTV)	EBAKE WISMO POSTS PADDE SVM DKK SYR J29 LAGGS	
Charleston (CHS, CRW)	EARND ELANR EMMLY ETAME EMEGE FLM	
Charlotte (CLT)	EARND ELANR EMMLY ETAME FLM JOHNS (RNAV)–STAR	
Chattanooga (CHA)	DENNT DARCY DREGS DONVE BWG	
Cincinnati (CVG)	DENNT DARCY DNV CEGRM (RNAV)–STAR	
	or	
	DENNT DARCY DNV SHELBYVILLE–STAR	
Cleveland (CLE)	DUFEE ELX HIMEZ–STAR	
Columbia (CAE)	EARND ELANR EMMLY ETAME EMEGE FLM	
Columbus (CMH)	MOBLE ADIME SEWTO FWA GUNNE–STAR	

Terminals	Route	Effective Times (UTC)
Dallas/Fort Worth (DFW)	ACITO ADELL ARLYN STL RZC FSM BONHAM–STAR	
Denver (DEN)	IOW DSM J10 LBF SAYGE–STAR or DBQ J94 ONL J114 SNY LANDR–STAR	
Detroit Metro–Wayne Co (DTW)	PETTY MKG POLAR–STAR	
Detroit Metro Area (DET, CYQG, PTK, YIP, ARB)	PETTY GRR LAN SPRTN–STAR	1200–0400
Evansville (EVV)	DENNT DARCY DREGS DONVE	
Fort Lauderdale (FLL)	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK JINGL (RNAV)–STAR or DENNT DARCY DREGS SWAPP ATL J89 OTK JINGL (RNAV)–STAR	
Fort Myers (RSW)	(GPS or DME/DME–IRU equipped) EON DNV TTH IIU J99 VXV J46 AMU TAY JINGL (RNAV)–STAR (GPS or DME/DME–IRU equipped) CMSKY CARYN CYBIL PXV J73 SZW TYNEE (RNAV)–STAR or (GPS or DME/DME–IRU equipped) GUIDO J73 PXV J73 SZW TYNEE (RNAV)–STAR	
Greensboro (GSO)	EARND ELANR EMMLY ETAME EMEGE FLM PSK SMOKN–STAR	
Greenville/Spartanburg (GSP)	EARND ELANR EMMLY ERECO IIU	
Harrisburg (MDT)	MOBLE ADIME GERBS J146 CXR EWC HAR	
Houston (HOU)	(GPS or DME/DME–IRU equipped) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB ROKIT (RNAV)–STAR or (Non–advanced NAV only) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB TXMEX (RNAV)–STAR or (Non–advanced NAV only) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB DAS–STAR	
Huntsville (HSV)	DENNT DARCY DREGS DONVE BWG	
Hyannis (HYA)	EBAKE WISMO POSTS PADDE SVM DKK ALB ENE LFV	
Indianapolis (IND)	EARND ELANR EMMLY JAKKS	
Jacksonville (JAX)	DENNT DARCY DREGS DUMGE SWAPP ATL AMG ALMA–STAR	
Kennedy (JFK)	DUFEE ELX HAAKK DOXXY SOSIC JHW J70 LVZ LENDY–STAR	
Knoxville (TYS)	EARND ELANR EMMLY ETAME EMEGE J43 VXV	
La Guardia (LGA)	MOBLE ADIME GERBS J146 ETG MILTON–STAR	
Louisville (LOU)	DENNT DARCY DREGS DUMGE CHERI	
Manchester (MHT)	EBAKE WISMO POSTS PADDE SVM DKK ALB EEN	
Memphis (MEM)	BACEN BLOKR BEKKI FAM ARG GILMORE–STAR or CMSKY CARYN CYBIL PXV WLDER–STAR	
Miami (MIA)	DENNT DARCY DREGS DUMGE SWAPP ATL SZW J43 PIE CYPRESS–STAR or (Turbojets–GPS or DME/DME–IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 SSCOT (RNAV)–STAR or (Turbojets–GPS or DME/DME–IRU equipped) GUIDO J73 SZW SSCOT (RNAV)–STAR or (Turbojets–GPS or DME/DME–IRU equipped) EON DNV TTH IUU J99 VXV J46 AMG TAY SSCOT (RNAV)–STAR or	

Terminals	Route	Effective Times (UTC)
	EON DNV TTH SWAPP ATL SZW J43 PIE CYY–STAR	
Minneapolis (MSP)	PLL PLL275065 ALO KASPR–STAR	1200–0400
Nashville (BNA)	CMSKY CARYN CYBIL PXV CCT HEHAW–STAR	
Niagara Falls (IAG)	EBAKE WISMO POSTS PADDE SVM YXU	
Newark (EWR)	DUFEE ELX HAAKK DOXXY SOSIC KEEHO J584 SLT FQM WILLIAMSPORT–STAR	
New Orleans (MSY)	BACEN BLOKR BEKKI ENL J71 MEM J35 MCB RYTHM–STAR	
	or	
	EARND ELANR EMMLY ERECO IIU RYANS	
Norfolk (ORF)	EARND ELANR EMMLY ETAME EMEGE FLM J24 MOL TERKS–STAR	
Newburgh (SWF)	DUFEE ELX HAAKK DOXXY SOSIC JHW ITH DNY V483 FILPS	
New Haven (HVN)	DUFEE ELX HAAKK DOXXY SOSIC JHW RKA DENNA–STAR	
Orlando (MCO/ORL)	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK PIGLT (RNAV)–STAR	
	or	
	DENNT DARCY DREGS DUMGE SWAPP ATL LEESE–STAR	
	or	
	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK LEESE–STAR	1100–0400
Philadelphia (PHL)	MOBLE ADIME GERBS J146 CXR EWC JST BUNTS–STAR	
Phoenix (PHX)	MZV STJ J18 GCK J96 ZUN EAGUL (RNAV)–STAR	1200–0400
	or	
	MZV LMN J64 HLC LAA J102 GUP EAGUL (RNAV)–STAR	
Pittsburgh (PIT)	MOBLE ADIME OTENS ANEWA RIEKE DJB ACO CUTTA–STAR	
Portland (PWM)	EBAKE WISMO POSTS PADDE SVM DKK ALB CON PARSO	
	or	
	MOBLE ADIME GERBS J146 CXR EWC JST SIE	
Providence (PVD)	DUFEE ELX HAAKK DOXXY SOSIC JHW J82 MEMMS J522 HNK TEDDY–STAR	
Raleigh/Durham (RDU)	EARND ELANR EMMLY ETAME EMEGE FLM BKW ROA SOUTH BOSTON–STAR	
Richmond (RIC)	EARND ELANR EMMLY ETAME EMEGE FLM J24 FAK	
Roanoke (ROA)	EARND ELANR EMMLY ETAME EMEGE FLM	
Rochester (ROC)	DUFEE ELX HAAKK DOXXY SOSIC COHOW DKK BUF	
Saint Petersburg/Clearwater (PIE)	CMSKY CARYN CYBIL PXV J73 SZW DARBS–STAR	
San Juan (TJSJ)	MOBLE ADIME GERBS J146 CXR EWC JST SIE	
Sarasota/Bradenton (SRQ)	CMSKY CARYN CYBIL PXV J73 SZW CLAMP–STAR	
Syracuse (SYR)	EBAKE WISMO POSTS PADDE SVM DKK	
Tampa (TPA)	CMSKY CARYN CYBIL PXV J73 SZW DARBS–STAR	
	or	
	CMSKY CARYN CYBIL PXV J73 SZW FOOXX (RNAV)–STAR	
Washington Dulles (IAD)	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 AIR MGW MGW121 VERNI ESL ROYIL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) MOBLE ADIME OTENS ANEWA RIEKE DJB J34 AIR MGW VERNI ESL SHNON (RNAV)–STAR	
Washington Natl (DCA)	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 BUCKO BUCKO–STAR	
	or	

Terminals	Route	Effective Times (UTC)
	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 SHAAR WZRRD–STAR	
	or	
	(GPS OR DME/DME–IRU equipped) MOBLE ADIME OTENS ANEWA RIEKE DJB J34 SHAAR ELDEE (RNAV)–STAR	
White Plains (HPN)	DUFEE ELX HAAKK DOXXY SOSIC JHW ITH DNY VALRE–STAR	
Wilkes–Barre/Scranton (AVP)	DUFEE ELX HAAKK DOXXY SOSIC JHW J106 LVZ	
Windsor Locks (BDL)	DUFEE ELX HAAKK DOXXY SOSIC JHW J82 WILET SWEDE–STAR	
CINCINNATI (CVG)		
Albany (ALB)	(RNAV only) ROCKT (RNAV)–DP AHTIY PSB	
Allentown (ABE)	(RNAV only) ROCKT (RNAV)–DP AHTIY JST HAR	
Atlanta (ATL)	(RNAV only) CHCLL–DP BWG ERLIN (RNAV)–STAR	
	or	
	(all others) BLUEGRASS–DP BWG ROME–STAR	
Baltimore (BWI)	(above FL220–GPS or DME/DME–IRU equipped) GIPLE (RNAV)–DP YRK HVQ J8 CSN RAVNN (RNAV)–STAR	
	or	
	(above FL220–all others) RHOMM–DP YPK HVQ J8 CSN OTT–STAR	
	or	
	(above FL230–GPS or DME/DME–IRU equipped) GIPLE (RNAV)–DP HVQ J8 CSN RAVNN (RNAV)–STAR	
	or	
	(above FL230–all others) RHOMM–DP HVQ J8 CSN NOTTINGHAM–STAR	
Birmingham (BHM)	(RNAV only) SILKS TRFWA LVT SYI VUZ	
	or	
	(all others) BLUEGRASS–DP TRFWA LVT SYI VUZ	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) KENLN–DP TRFWA NOTWO WALET HITTR LATHY PRRIE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) KENLN–DP HYK VXV J43 ATL J89 OTK PRRIE (RNAV)–STAR	
Boston (BOS)	(RNAV only) ROCKT (RNAV)–DP AHTIY PSB HNK ALB GDM GARDNER–STAR	
Chicago (ORD)	(advanced NAV only) JBNCH (RNAV)–DP MIE MZZ ROYKO (RNAV)–STAR	
	or	
	(Non–advanced RNAV only) DQN FWA KNOX–STAR	
	or	
	(RNAV only) HAGOL (RNAV)–DP DQN FWA WATSN (RNAV)–STAR	
Dallas/Fort Worth (DFW)	(RNAV only) CHCLL IIU PXV J131 LIT BYP	
	or	
	(all others) BLUEGRASS–DP IIU PXV J131 LIT BYP	
Fort Lauderdale (FLL)	(GPS or DME/DME–IRU equipped) SILKS–DP TRFWA NOTWO OTK JINGL (RNAV)–STAR	
	or	
	(all others) BLUEGRASS–DP HYK VXV J43 ATL J89 HITTR J75 FORTL–STAR	
Fort Myers (FMY)	(Turbojets–GPS or DME/DME–IRU equipped) KENLN (RNAV)–DP HYK VXV J43 SZW TYNEE (RNAV)–STAR	
	or	
	(all others–Turbojets) BLUEGRASS–DP HYK VXV J43 SZW PIE JOSFF–STAR	

Terminals	Route	Effective Times (UTC)
Fort Myers (RSW)	(GPS or DME/DME–IRU equipped) KENLN (RNAV)–DP HYK VXV J43 SZW TYNEE (RNAV)–STAR	1100–0300
	or	
	(all others) BLUEGRASS–DP HYK VXV J43 SZW PIE JOSFF–STAR	1100–0300
Harrisburg (MDT)	(RNAV only) ROCKT (RNAV)–DP AHTIY JST HAR	
Houston (HOU)	(GPS or DME/DME–IRU equipped) CHCLL (RNAV)–DP BWG J6 LIT J180 SWB ROKIT (RNAV)–STAR	
	or	
	(Non–advanced NAV only) BLUEGRASS–DP BWG J6 LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) LIT J180 SWB TXMEX (RNAV)–STAR	
	or	
	(Non-advanced NAV only) LIT J180 SWB DAS–STAR	
Jackson (JAN)	(RNAV only) SILKS TRFWA LVT SYI VUZ JAN	
	or	
	(all others) BLUEGRASS–DP TRFWA LVT SYI VUZ JAN	
La Guardia (LGA)	(RNAV only) ROCKT (RNAV)–DP AHTIY PSB MILTON–STAR	1000–1800
Manchester (MHT)	(RNAV only) ROCKT (RNAV)–DP AHTIY PSB ALB EEN	
Marco Island (MKY)	(RNAV only) KENLN (RNAV)–DP HYK VXV J43 SZW PIKKR (RNAV)–STAR	
	or	
	(all others) BLUEGRASS–DP HYK VXV J43 SZW PIKKR (RNAV)–STAR	
Miami (MIA)	(Turbojets–GPS or DME/DME–IRU equipped) SILKS–DP TRFWA NOTWO SZW SSCOT (RNAV)–STAR	
	or	
	(all others) BLUEGRASS–DP HYK VXV J43 ATL SZW J43 PIE CYY–STAR	
Mobile (MOB)	(RNAV only) SILKS (RNAV)–DP TRFWA LVT SYI VUZ SJI	
	or	
	(all others) BLUEGRASS–DP TRFWA LVT SYI VUZ SJI	
Naples (APF)	(GPS required) BLUEGRASS–DP HYK VXV J43 SZW PIKKR (RNAV)–STAR	
Newark (EWR)	(RNAV only) BNGLE (RNAV)–DP DJB J29 J584 SLT WILLIAMSPORT–STAR	
	or	
	(all others) CVG033 RIKLE DJB J29 J584 SLT FQM–STAR	
Newburg (SWF)	(RNAV only) ROCKT (RNAV)–DP AHTIY PSB J49 HNK DNY V483 FILPS	
New Orleans (MSY)	(RNAV only) SILKS (RNAV)–DP TRFWA LVT SYI VUZ J22 MEI RYTHM–STAR	
	or	
	(all others) BLUEGRASS–DP TRFWA LVT SYI VUZ J22 MEI RYTHM–STAR	
Orlando (MCO)	(GPS or DME/DME–IRU euipped) KENLN (RNAV)–DP HYK VXV J99 IRQ J85 AMG BUGGZ (RNAV)–STAR	1100–0400
	or	
	(all others) BLUEGRASS–DP HYK VXV J99 IRQ J85 AMG LEESE–STAR	1100–0300
Orlando (ORL)	(GPS or DME/DME–IRU equipped) KENLN (RNAV)–DP HYK VXV J99 IRQ J85 AMG SHEMP MTATA PIGLT (RNAV)–STAR	1100–0400
	or	

Terminals	Route	Effective Times (UTC)
	(all others) BLUEGRASS–DP HYK VXV J99 IRQ J85 AMG LEESE–STAR	1100–0300
Philadelphia (PHL)	(RNAV only) ROCKT (RNAV)–DP AHTIY JST BOJID (RNAV)–STAR	
Phoenix (PHX)	(Turbojets–all others) BLUEGRASS–DP IIU PXV J78 IRW J74 CNX ZUN BUNTR–STAR	
	or	
	(Turbojets–all others) BLUEGRASS–DP IIU PXV J78 ZUN BUNTR–STAR	
	or	
	(RNAV only–Turbojets) CHCLL (RNAV)–DP IIU PXV J78 ZUN EAGUL (RNAV)–STAR	
	or	
	(RNAV only–Turbojets) CHCLL (RNAV)–DP IIU PXV J78 IRW J74 CNX ZUN EAGUL (RNAV)–STAR	
Portland (PWM)	(RNAV only) ROCKT (RNAV)–DP AHTIY PSB J49 ALB ENE	
Providence (PVD)	(RNAV only) ROCKT (RNAV)–DP AHTIY PSB J49 HNK TEDDY–STAR	
Sarasota/Bradenton (SRQ)	(RNAV only) KENLIN (RNAV)–DP HYK VXV J43 SZW CLAMP–STAR	
	or	
	(all others) BLUEGRASS–DP HYK VXV J43 SZW CLAMP–STAR	
Tampa (TPA)	(GPS or DME/DME–IRU equipped) KENLN (RNAV)–DP HYK VXV J43 SZW FOXXX (RNAV)–STAR	
	or	
	(all others) BLUEGRASS–DP HYK VXV J43 SZW DARBS–STAR	
Washington (DCA)	(RNAV only) RHOMM–DP HVQ ELDEE (RNAV)–STAR	
	or	
	(all others) GIPLE (RNAV)–DP HVQ WZRRD–STAR	
Washington (IAD)	(RNAV only) GIPLE (RNAV)–DP HVQ SHNON (RNAV)–STAR	
	or	
	(all others) RHOMM–DP HVQ ROYIL–STAR	
West Palm Beach (PBI)	(GPS or DME/DME–IRU equipped) SILKS (RNAV)–DP TRFWA NOTWO OTK WLACE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) KENLN (RNAV)–DP HYK VXV J43 ATL J89 OTK WLACE (RNAV)–STAR	
Wilkes Barre/Scranton (AVP)	(RNAV only) ROCKT (RNAV)–DP AHTIY PSB LVZ	
Windsor Locks (BDL)	(RNAV only) ROCKT (RNAV)–DP AHTIY RKA SWEDE SWEDE–STAR	
From LUNKEN (LUK) only:		
Albany (ALB)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB	
Boston (BOS)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB HNK ALB GDM GARDNER–STAR	
La Guardia (LGA)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB MILTON–STAR	1000–1800
Manchester (MHT)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB ALB EEN	
Newburgh (SWF)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB J49 HNK DNV V483 FILPS	
Philadelphia (PHL)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY JST BUNTS–STAR	
Providence (PVD)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB J49 HNK TEDDY–STAR	
Portland (PWM)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB J49 ALB ENE	
Wilkes Barre/Scranton (AVP)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB LVZ	

Terminals	Route	Effective Times (UTC)
Windsor Locks (BDL)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB RKA SWEDE SWEDE–STAR	
CLEVELAND METRO (CLE, CGF, BKL, LNN, LPR)		
Atlanta (ATL)	(RNAV only) DJB DJB173 HERAK APE035 APE J186 SOT ODF FLCON (RNAV)–STAR or (all others) DJB DJB173 HERAK APE035 APE J186 SOT ODF WHINZ–STAR	
Battle Creek (BTL)	AMRST–DP VWV	
Birmingham (BHM)	DJB DJB173 HERAK APE035 APE J186 BULEY	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY PRRIE (RNAV)–STAR	
Charleston (CHS)	DJB DJB173 HERAK APE035 APE J186 BULEY	
Charleston (CRW)	DJB DJB173 HERAK APE035 APE	
Charlotte (CLT)	DJB DJB173 HERAK APE035 APE HVQ HMV JOHNS (RNAV)–STAR	
Chicago Midway (MDW)	AMRST–DP VWV GSH GSH–STAR	
Chicago O'Hare (ORD)	AMRST–DP VWV ZANLA WATSON (RNAV)–STAR or AMRST–DP VWV OXI KNOX–STAR	
Chicago Rockford (RFD)	ALPHE–DP ALPHE J70 PMM	
Cincinnati (CVG)	(RNAV only) DJB HERAK APE TIGRR (RNAV)–STAR or (all others) DJB DJB173 HERAK APE035 APE CINCE–STAR	
Dallas/Fort Worth (DFW)	OBRLN–DP RID RID234/40 PXV LIT BONHAM–STAR	
Denver (DEN)	AMRST–DP VWV GSH	
Elkhart (EKM)	AMRST–DP VWV GSH	
Fort Lauderdale (FLL)	DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY J75 HITTR PIE FORTL–STAR or (GPS or DME/DME–IRU equipped) DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY J75 JINGL (RNAV)–STAR	
Fort Myers (FMY)	DJB DJB200 APE021 APE J186 J91 VXV J43 SZW TYNEE (RNAV)–STAR	
Fort Myers (RSW)	(GPS OR DME/DME–IRU equipped) DJB DJB173 HERAK APE035 APE J186 J91 VXV J43 SZW TYNEE (RNAV)–STAR	
Fort Wayne (FWA)	OBRLN–DP FWA	
Grand Rapids (GRR)	(RNAV only) ALPHE–DP ALPHE	
Greensboro (GSO)	DJB DJB173 HERAK APE035 APE J186 BULEY	
Houston (HOU)	(GPS or DME/DME–IRU equipped) OBRLN–DP RID RID234/40 PXV LIT J180 SWB ROKIT (RNAV)–STAR or (Non–advanced NAV only) OBRLN–DP RID RID234/40 PXV LIT J180 SWB DAS–STAR	
Houston (IAH)	(Non–advanced NAV only) OBRLN–DP RID RID234/40 PXV LIT J80 SWB DAS–STAR or (Turbojets–GPS or DME/DME–IRU equipped) OBRLN–DP RID234/40 PXV LIT J180 SWB TXMEX (RNAV)–STAR	
Jacksonville (JAX)	DJB DJB173 HERAK APE035 APE J83 SPA J85 AMG ALM–STAR	
Kalamazoo/Battle Creek (AZO)	AMRST–DP VWV	
Kansas City (MCI)	OBLRN–DP VHP J80 SPI BRAYMER–STAR	
Kennedy (JFK)	FAILS V522 ERI JHW J70 LVZ LENDY–STAR	
La Guardia (LGA)	V522 FAILS V188 JFN ETG MIP–STAR	
Knoxville (TYS)	DJB DJB173 HERAK APE035 APE J186 BULEY	
Las Vegas (LAS)	OBRLN–DP VHP STL or	

Terminals	Route	Effective Times (UTC)
	AMRST–DP VWV GSH	
Lewisburg (LWB)	DJB DJB173 HERAK APE035 APE	
Lexington (LEX)	OBRLN–DP ROD CVG CLEGG–STAR	
Little Rock (LIT)	OBLRN–DP RID RID234/40 PXV	
Los Angeles (LAX)	AMRST–DP VWV GSH	
Louisville (SDF)	OBRLN–DP ROD CVG REDSTONE–STAR	
Minneapolis (MSP)	(RNAV only) ALPHE–DP ALPHE J70 PMM BAE EAU–STAR	
	or	
	AMRST–DP CRL J34 BAE EAU–STAR	
Madison (MSN)	(RNAV only) ALPHE–DP ALPHE J70 PMM	
Marco Island (MKY)	DJB DJB200 APE021 APE J186 J91 VXV J43 SZW PIKKR (RNAV)–STAR	
	or	
	DJB DJB200 APE021 APE J186 J91 ATL J89 J75 TEPEE ZEILR–STAR	
Memphis (MEM)	OBRLN–DP RID RID234/40 PXV WLDER–STAR	
Miami (MIA)	DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY J75 HITTR PIE CYPRESS–STAR	
	or	
	(/E/G/R/J/L/Q only) DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY J75 RSW DEEDS (RNAV)–STAR	
Milwaukee (MKE)	AMRST–DP CRL CRL316/75 MKG V2 SUDDS	
Myrtle Beach (MYR)	DJB DJB173 HERAK APE035 APE	
Naples (APF)	DJB DJB200 APE021 APE J186 J91 VXV J43 SZW PIKKR (RNAV)–STAR	
Nashville (BNA)	OBRLN–DP IIU GUITR–STAR	
Newark (EWR)	V522 J584 SLT FQM–STAR	
New Orleans (MSY)	OBRLN–DP RID IIU MCB RYTHM–STAR	
Orlando (ORL)	(RADAR and DME required) DJB DJB200 APE021 APE J83 SPA CAE SAV OMN CORLL–STAR	1100–0400
Orlando (MCO)	DJB DJB173 HERAK APE035 APE J83 SPA CAE SAV OMN BITHO–STAR	
	or	
	(GPS or DME/DME–IRU equipped) DJB DJB173 HERAK APE035 APE J83 SPA CAE SAV OMN CWRLD (RNAV)–STAR	1100–0400
Palwaukee (PWK)	(RNAV only) ALPHE–DP ALPHE J70 PMM OBK	
Philadelphia (PHL)	ACO ACO145 J518 J152 HAR V210 BUNTS	
Phoenix (PHX)	OBRLN–DP VHP STL	
	or	
	AMRST–DP VWV GSH	
Raleigh/Durham (RDU)	DJB DJB173 HERAK APE035 APE HVQ BKW ROA SOUTH– BOSTON–STAR	
San Antonio (SAT)	OBRLN–DP RID RID234/40 PXV J131 LIT J101 LFK MARCS–STAR	
San Francisco (SFO)	AMRST–DP VWV GSH	
St. Louis (STL)	OBRLN–DP VHP VANDALIA–STAR	
Sarasota/Bradenton (SRQ)	DJB DJB200 APE021 APE J186 J91 VXV J43 SZW CLAMP–STAR	
Seattle/Tacoma (SEA)	(RNAV only) ALPHE–DP ALPHE J70 PMM	
	or	
	(RNAV only) ALPHE–DP ALPHE J34 BAE	
South Bend (SBN)	AMRST–DP VWV GSH	
Tampa (TPA)	DJB DJB173 HERAK APE035 APE J186 J91 VXV J43 SZW DARBS–STAR	
	or	
	(GPS or DME/DME–IRU equipped) DJB DJB173 HERAK APE035 APE J186 J91 VXV J43 SZW FOXXX (RNAV)–STAR	
Toledo (TOL)	AMRST–DP VWV	
Toronto (CYYZ)	FAILS V443 DOGGS YXU V098 YWT YWT–STAR	
West Chicago/Dupage (DPA)	AMRST–DP VWV EON JOT	
West Palm Beach (PBI)	(GPS or DME/DME–IRU equipped) DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY WLACE	
	or	

Terminals	Route	Effective Times (UTC)
	(all others) DJB DJB173 HERAK APE035 APE J83 SPA TAY WLACE (RNAV)–STAR	
Wilmington (ILN)	DJB DJB173 HERAK APE035 APE	
COLUMBUS (CMH)		
Dallas/Fort Worth (DFW)	DQN CVG PXV J131 LIT BYP	
Detroit/Wayne (DTW)	DJB DJB314 GEMNI GEMNI–STAR	
Houston (HOU)	(GPS or DME/DME–IRU equipped) LIT J180 SWB ROKIT (RNAV)–STAR	
	or	
	(Non–advanced NAV only) LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) LIT J180 SWB TXMEX (RNAV)–STAR	
	or	
	(Non–advanced NAV only) LIT J180 SWB DAS–STAR	
La Guardia (LGA)	HLG ETG MIP–STAR	
Miami (MIA)	J83 SPA J85 TAY J75 HITTR PIE CYY–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) J83 SPA J85 TAY SSCOT (RNAV)–STAR	
Newark (EWR)	DJB J29 J584 SLT FQM–STAR	
Washington (IAD)	APE APE100 AIR280 AIR J34 SHAAR ROYIL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) APE APE100 AIR280 AIR MGW VERNI ESL SHNON (RNAV)–STAR	
Washington (DCA)	APE APE100 AIR280 AIR J34 SHAAR WZRRD–STAR	
	or	
	APE APE100 AIR280 AIR J34 SHAAR ELDEE (RNAV)–STAR	
DAYTON (DAY)		
Atlanta (ATL)	(RNAV only) IIU BWG ERLIN (RNAV)–STAR	
	or	
	IIU BWG ROME–STAR	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J99 IRQ J85 TAY PRRIE (RNAV)–STAR	1100–0300
Charlotte (CLT)	CVG FLM JOHNS (RNAV)–STAR	0700–2300
Dallas/Fort Worth (DFW)	J29 PXV J131 LIT BYP	
Fort Lauderdale (FLL)	V47 CVG HYK VXV J43 ATL J89 HITTR PIE FORTL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J43 ATL J89 OTK JINGL (RNAV)–STAR	
Fort Myers (FMY)	V47 CVG HYK VXV J43 SZW TYNEE (RNAV)–STAR	
Fort Myers (RSW)	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J43 SZW TYNEE (RNAV)–STAR	1100–0300
Houston (HOU)	GPS or DME/DME–IRU equipped) LIT J180 SWB ROKIT (RNAV)–STAR	
	or	
	(Non–advanced NAV only) LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) LIT J180 SWB TXMEX (RNAV)–STAR	
	or	
	(Non–advanced NAV only) LIT J180 SWB DAS–STAR	
La Guardia (LGA)	J29 J146 ETG MIP–STAR	
Marco Island (MKY)	V47 CVG HYK VXV J43 SZW PIKKR (RNAV)–STAR	
Miami (MIA)	V47 CVG HYK VXV J43 ATL SZW J43 PIE CYY–STAR	
	or	
	(Turbojets–GPS or DME/DME–IUR equipped) V47 CVG HYK VXV J43 ATL SZW SSCOT (RNAV)–STAR	

Terminals	Route	Effective Times (UTC)
Naples (APF)	V47 CVG HYK VXV J43 SZW PIKKR (RNAV)–STAR	
Orlando Executive (ORL)	V47 CVG HYK VXV J99 IRQ J85 AMG LEESE–STAR	1100–0300
	or	
	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J99 IRQ J85 AMG SHEMP MTATA PIGLT (RNAV)–STAR	1100–0400
Orlando Intl (MCO)	V47 CVG HYK VXV J99 IRQ J85 AMG LEESE–STAR	1100–0300
	or	
	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J99 IRQ J85 AMG BUGGZ (RNAV)–STAR	1100–0400
Sarasota/Bradenton (SRQ)	V47 CVG HYK VXV J43 SZW CLAMP–STAR	
Tampa (TPA)	V47 CVG HYK VXV J43 SZW DARBS–STAR	
	or	
	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J43 SZW FOXXX (RNAV)–STAR	
West Palm Beach (PBI)	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J99 IRQ J85 TAY WLACE	1100–0300
	or	
	V47 CVG HYK VXV J99 IRQ TAY WLACE (RNAV)–STAR	1100–0300
DETROIT METRO AREA (DTW, DET, YQG, PTK, YIP, ARB)		
Albany (ALB)	MOONN–DP JHW	
Allentown (ABE)	ERRTH–DP ETG	
Atlanta (ATL)	RICHMOND–DP RID IIU BWG ROME–STAR	
	or	
	(RNAV only) RICHMOND–DP RID IIU BWG ERLIN (RNAV)–STAR	
Atlantic City (ACY)	ERRTH–DP CXR EWC JST J152 HAR SIE	
Baltimore (BWI)	ACO AIR AIR111 KEMAN WESTMINSTER–STAR	
Bedford (BED)	MOONN–DP JHW J82 ALB	
Binghamton (BGM)	MOONN–DP JHW	
Birmingham (BHM)	RICHMOND–DP RID IIU	
Boston (BOS)	MOONN–DP JHW J82 ALB GARDNER–STAR	
Buffalo (BUF)	(60–170 incl) MOONN–DP BROKK DKK	
Burlington (BTV)	MOONN–DP J29 JHW LAGGS	
Cancun (MMUN)	RICHMOND–DP RID IIU	
Charleston (CHS)	ROSEWOOD–DP ROD FLM HMV	
Charleston (CRW)	ACO AIR HVQ	
	or	
	(Turboprops/Props–at or below FL210) SCORR CHOOT APE HVQ	
Charlotte (CLT)	ROSEWOOD–DP ROD FLM HMV JOHNS (RNAV)–STAR	
Chicago MIdway (MDW)	JXN V116 LEROY GSH GSH–STAR	
Cincinnati (CVG)	FDY DEBAR–STAR	
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	MAARS HIMEZ HIMEZ–STAR	
Columbus (CMH)	SCOOR CHOOT YOGGI GUNNE–STAR	
Dallas/Fort Worth (DFW)	FORT WAYNE–DP FWA RBS STL RZC FSM BONHAM–STAR	
Denver (DEN)	DUNKS J70 PMM J94 ONL J114 SNY LANDR–STAR	1100–0359
Elmira (ELM)	MOONN–DP JHW	
Ft. Lauderdale (FLL)	ROSEWOOD–DP ROD FLM VXV CRG OMN GISSH–STAR	
	or	
	ROSEWOOD–DP ROD FLM VXV CRG OMN FISEL (RNAV)–STAR	
Fort Myers (FMY & RSW)	(Turbojets–GPS or DME/DME–IRU equipped) ROSEWOOD–DP ROD FLM VXV AMG SHFTY (RNAV)–STAR	
Greensboro (GSO)	AIR EKN ROA HENBY	
Greer (GSP)	ROSEWOOD–DP ROD FLM SOT V185 UNMAN	

Terminals	Route	Effective Times (UTC)
Houston (HOU)	(GPS or DME/DME–IRU equipped) RID–DP RID PXV J131 LIT J180 SWB ROKIT (RNAV)–STAR	
	or	
	(Non–advanced NAV only) RID–DP RID PXV J131 LIT J180 SWB DAS–STAR	
Houston (IAH)	CAVVS VWV ROD J29 PXV J131 LIT J180 CLUBS DAS–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) RID–DP RID PXV J131 LIT J180 SWB TXMEX (RNAV)–STAR	
	or	
	(Non–advanced NAV only) RID–DP RID PXV J131 LIT J180 SWB DAS–STAR	
Huntsville (HSV)	RICHMOND–DP RID IIU J39 BNA	
Indianapolis (IND)	ANNTS DXO217 FWA071 FWA MIE V14 CLANG–STAR	
Jacksonville (JAX)	ROSEWOOD–DP ROD FLM VXV AMG ALMA–STAR	
Kennedy (JFK)	MOONN–DP JHW J70 LVZ LENDY–STAR	
La Guardia (LGA)	ERRTH–DP ETG ETG MILTON–STAR	
Lexington (LEX)	ROSEWOOD–DP ROD CVG CLEGG–STAR	
Los Angeles (LAX)	DUNKS J70 PMM OBK IOW J60 HEC J64	1100–0300
Louisville (SDF)	ROSEWOOD–DP ROD CVG REDSTONE–STAR	
Manchester (MHT)	MOONN–DP JHW J82 ALB EEN	
Memphis (MEM)	RICHMOND–DP CAVVS VWV ROD PXV WLDER–STAR	
Miami (MIA)	(RNAV only) ROSEWOOD–DP ROD FLM VXV CRG OMN HILEY (RNAV)–STAR	
	or	
	ROSEWOOD–DP ROD FLM VXV CRG OMN ANNEY–STAR	
Minneapolis (MSP)	LAYNE DXO006 YQG341 J38 GRB EAU–STAR	
Montreal (CYUL)	TYCOB YQG098 J554 JHW J29 SYR ART ART040 J594 MSS FRANX FRANX–STAR	1100–0300
Myrtle Beach (MYR)	ACO AIR EKN RDU	
Nashville (BNA)	RICHMOND–DP RID IIU GUITR–STAR	
Newark (EWR)	ERRTH SLT FQM–STAR	
New Orleans (MSY)	RICHMOND–DP RID IIU J39 BNA MEI RYTHM–STAR	
Niagara Falls (IAG)	MOONN–DP BROKK DKK	
Norfolk (ORF)	ACO AIR MOL TERKS–STAR	
Norwood (OWD)	MOONN–DP JHW J82 ALB GDM	
Orlando Exec (ORL)	CAVVS VWV ROD J43 VXV J99 IRQ J85 AMG LEESE–STAR	
	or	
	(GPS or DME/DME–IRU equipped) ROSEWOOD–DP ROD J43 VXV J99 IRQ J85 AMG SHEMP MTATA PIGLT (RNAV)–STAR	1100–0400
Orlando Intl (MCO)	ROSEWOOD–DP ROD FLM VXV AMG LEESE–STAR	
	or	
	(GPS or DME/DME–IRU equipped) ROSEWOOD–DP ROD FLM VXV AMG BUGGZ (RNAV)–STAR	1100–0400
Philadelphia (PHL)	ERRTH–DP CXR EWC JST BUNTS–STAR	
Pittsburgh (PIT)	ACO CUTTA–STAR	
Portland (PWM)	MOONN–DP JHW J82 ALB CAM CON CON061 NEETS	
Pottstown (PTW)	ERRTH–SID CXR EWC JST	
Providence (PVD)	MOONN–DP JHW J82 MEMMS J522 HNK TEDDY–STAR	
Raleigh/Durham (RDU)	ACO AIR EKN ROA SOUTH BOSTON–STAR	
Reading (RDG)	ERRTH–DP ETG	
Richmond (RIC)	ACO AIR MOL FAK	
Roanoke (ROA)	ACO AIR EKN ROA	
	or	

Terminals	Route	Effective Times (UTC)
	(Turboprops/Props/at or below 230) SCORR CHOOT APE ROA	
Rochester (ROC)	MOONN–DP BROKK DKK	
San Antonio (SAT)	FORT WAYNE–DP FWA RBS STL RZC MLC ACT MARCS–STAR	
	or	
	RICHMOND–DP RID RID234/40 PXV J131 TXK FZT TNV IDU MARCS–STAR	
San Francisco (SFO)	DUNKS J70 PMM J94 FMG ILA PYE	
Sarasota/Bradenton (SRQ)	ROSEWOOD–DP ROD FLM VXV AMG TAY LAL	
Shreveport (SHV)	RICHMOND–DP RID RID234/40 PXV	
St. Louis (STL)	ANNTS DXO217 FWA071 FWA RBS VLA–STAR	
Syracuse (SYR)	MOONN–DP JHW	
Tampa (TPA)	ROSEWOOD–DP ROD FLM VXV AMG TAY LZARD–STAR	
	or	
	(GPS or DME/DME–IRU equipped) ROD–DP ROD FLM VXV AMG TAY DADES (RNAV)–STAR	
Teterboro (TEB)	MOONN–DP JHW J70 LVZ WILKES BARRE–STAR	
Toronto (CYYZ)	PISTN DXO020 V450 YWT V216	
Trenton (TTN)	ERRTH–DP CXR EWC JST BUNTS–STAR	
Washington Dulles (IAD)	J42 BKW ROYIL–STAR	
	or	
	J42 BKW SHNON (RNAV)–STAR	
	or	
	PXV IIU J8 HVQ ROYIL–STAR	
	or	
	PXV IIU J8 HVQ SHNON (RNAV)–STAR	
Washington Natl (DCA)	(GPS or DME/DME–IRU equipped) ACO AIR J34 BUCKO ELDEE (RNAV)–STAR	
Westhampton Beach (FOK)	MOONN–DP JHW J70 STW LENDY	
West Palm Beach (PBI)	(GPS or DME/DME–IRU equipped) ROSEWOOD–DP ROD FLM VXV CRG OMN TUXXI–STAR	
	or	
	ROSEWOOD–DP ROD FLM VXV CRG OMN FRWAY (RNAV)–STAR	
White Plains (HPN)	MOONN–DP JHW ITH DNY VALRE–STAR	
Wilkes–Barre (AVP)	MOONN–DP JHW	
Wilmington (ILG)	ERRTH–DP CXR EWC JST BUNTS–STAR	
Windsor Locks (BDL)	MOONN–DP JHW J82 WILET SWEDE–STAR	
Winston Salem (INT)	AIR EKN ROA HENBY	
ELKHART (EKM)		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	LFD CRL HIMEZ–STAR	
EVANSVILLE (EVV)		
Chicago O'Hare (ORD)	(/E/G/R/J/L/Q only) HEVAN MZZ ROYKO (RNAV)–STAR	0000–2359
	or	
	(non–advanced RNAV only) HEVAN MZZ MZZ344/33 OXI KNOX–STAR	0000–2359
FLINT (FNT)		
Atlanta (ATL)	(RNAV–only) VWV RID IIU BWG ERLIN (RNAV)–STAR	
	or	
	VWV RID IIU BWG ROME–STAR	
Cincinnati (CVG)	FWA DEBAR–STAR	
FORT WAYNE (FWA)		
Cincinnati (CVG)	FWA DEBAR–STAR	
GRAND RAPIDS (GRR)		
Atlanta (ATL)	IIU BWG ROME–STAR	
	or	
	(RNAV only) IIU BWG ERLIN (RNAV)–STAR	
Cincinnati (CVG)	FWA DEBAR–STAR	

Terminals	Route	Effective Times (UTC)
Cleveland Metro (CLE) (CGF) (BKL) (LNN) (LPR)	GRR HIMEZ–STAR	
INDIANAPOLIS (IND)		
Dallas/Fort Worth (DFW)	J24 STL RZC FSM BYP	
Houston (HOU)	(GPS or DME/DME–IRU equipped) LIT J180 SWB ROKIT (RNAV)–STAR	
	or	
	(Non–advanced NAV only) LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) LIT J180 SWB TXMEX (RNAV)–STAR	
	or	
	(Non–advanced NAV only) LIT J180 SWB DAS–STAR	
KALAMAZOO/BATTLE CREEK (AZO)		
Cincinnati (CVG)	FWA DEBAR–STAR	
Cleveland Metro Area (CLE, CGF, BKL, LNN, LPR)	LFD CRL HIMEZ–STAR	
LANSING (LAN)		
Atlanta (ATL)	(RNAV only) VWV RID IIU BWG ERLIN (RNAV)–STAR	
	or	
	VWV RID IIU BWG ROME–STAR	
Cincinnati (CVG)	FWA DEBAR–STAR	
Cleveland Metro Area (CLE, CGF, BKL, LNN, LPR)	SVM HIMEZ–STAR	
MADISON (MSN)		
Cleveland Metro Area (CLE, CGF, BKL, LNN, LPR)	SQUIB GRR HIMEZ–STAR	
MILWAUKEE (MKE)		
Akron (CAK)	OBK SAMPL ADIME OTENS VWV MFD V8 DALTS	
Albany (ALB)	SQUIB MKG ECK YXU BUF	
Andrews AFB (ADW)	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB J34 SHAAR WZRRD–STAR	
Baltimore (BWI)	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB J34 AIR KEMAN WESTMINSTER–STAR	
Boca Raton	(GPS or DME/DME–IRU equipped) OBK J73 SZW PRRIE (RNAV)–STAR	
Bedford (BED)	SQUIB MKG ECK YXU BUF ALB GDM V431 LOBBY	
Boston (BOS)	SQUIB MKG ECK YXU BUF ALB GARDNER–STAR	
Buffalo (BUF)	SQUIB MKG ECK YXU	
Burlington (BTV)	SQUIB MKG ECK YXU BUF SYR J29 LAGGS	
Cleveland Metro Area (CLE)	SQUIB LAN SVM HIMEZ–STAR	
Detroit/Wayne (DTW)	BAE POLAR–STAR	
Detroit Metro Area (YIP)	SQUIB LAN SPRTN–STAR	
Flint (FNT)	SQUIB	
Fort Lauderdale (FLL)	OBK J73 SZW JINGL (RNAV)–STAR	1100–0300
	or	
	(GPS or DME/DME–IRU equipped) OBK J73 SZW JINGL (RNAV)–STAR	1100–0300
Fort Myers (FMY)	OBK J73 SZW TYNEE (RNAV)–STAR	1100–0300
Harrisburg (MDT)	OBK SAMPL ADIME GERBS J146 CXR EWC HAR	
Houston (HOU)	(GPS or DME/DME–IRU equipped) LIT J180 SWB ROKIT (RNAV)–STAR	
	or	
	(Non–advanced NAV only) LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) LIT J180 SWB TXMEX (RNAV)–STAR	
	or	

Terminals	Route	Effective Times (UTC)
	(Non–advanced NAV only) LIT J180 SWB DAS–STAR	
Hyannis (HYA)	SQUIB MKG ECK YXU BUF ENE LFA	
Jackson (JXN)	SQUIB	
Kansas City (MCI)	IRK BRAYMER–STAR	
Kansas City (MKC)	IRK BRAYMER–STAR	
Kennedy (JFK)	SQUIB MKG ECK J16 HANKK J522 HNK IGN KINGSTON–STAR	
La Guardia (LGA)	SQUIB MKG ECK YXU BUF GEE RKA HAARP–STAR.	
Lansing (LAN)	SQUIB	
Mansfield (MFD)	OBK SAMPL ADIME OTENS VWV	
Miami (MIA)	OBK J73 SZW J43 PIE CYY–STAR	1100–0300
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) OBK J73 SZW SSCOT (RNAV)–STAR	1100–0300
Montreal (CYUL)	SQUIB MKG ECK YYZ J594 MSS	
Morristown (MMU)	SQUIB MKG ECK J16 HANKK IGN WEARD V489 COATE	
Nashville (BNA)	OBK J73 PXV CCT HEHAW–STAR	
Newark (EWR)	SQUIB MKG ECK J16 HANKK J522 HNK SHAFF–STAR	
Niagara Falls (IAG)	SQUIB MKG ECK YXU	
Orlando Executive (ORL)	OBK J84 DNV TTH BWG GQO ATL J89 OTK LEESE–STAR	
	or	
	(GPS or DME/DME–IRU equipped) OBK J84 DNV TTH BWG GQO ATL J89 OTK PIGLT (RNAV)–STAR	1100–0400
Orlando Intl (MCO)	OBK J84 DNV TTH BWG GQO ATL J89 OTK LEESE–STAR	1100–0300
	or	
	(GPS or DME/DME–IRU equipped) OBK J84 DNV TTH BWG GQO ATL J89 OTK PIGLT (RNAV)–STAR	1100–0400
Philadelphia (PHL)	OBK SAMPL ADIME GERBS J146 CXR EWC JST BUNTS–STAR	
Pittsburgh (PIT)	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB ACO CUTTA–STAR	
Portland (PWM)	SQUIB MKG ECK YXU BUF ALB CON PARSO	
Pottstown (PTW)	SQUIB ADALE J34 CRL CXR EWC JST	
Providence (PVD)	SQUIB MKG ECK J16 HANKK J522 HNK TEDDY–STAR	
Sarasota/Bradenton (SRQ)	OBK J73 SZW CLAMP–STAR	1100–0300
Syracuse (SYR)	SQUIB MKG ECK YXU BUF	
Tampa (TPA)	OBK J73 SZW DARBS–STAR	1100–0300
	or	
	(GPS or DME/DME–IRU equipped) OBK J73 SZW FOXXX (RNAV)–STAR	1100–0300
Teterboro (TEB)	SQUIB MKG ECK J16 HANKK IGN WEARD V489 COATE	
Toledo (TOL)	SQUIB PMM LFD	
Toronto (CYYZ)	SQUIB MKG ECK V216	
Washington Dulles (IAD)	OBK GIJ J146 J34 DJB J34 AIR MGW MGW121 VERNI ESL SHAAR ROYIL–STAR	
	or	
	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB J34 AIR MGW VERNI ESL SHNON (RNAV)–STAR	
Washington Natl (DCA)	OBK GIJ J146 J34 DJB J34 SHAAR WZRRD–STAR.	
	or	
	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB J34 SHAAR ELDEE (RNAV)–STAR	
West Palm Beach (PBI)	(GPS or DME/DME–IRU equipped) OBK J73 SZW WLACE	
White Plains (HPN)	SQUIB MKG ECK J16 BUF ITH DNY VALRE–STAR	
Windsor Locks (BDL)	SQUIB MKG ECK J16 AUDIL SWEDE–STAR	
Youngstown (YNG)	OBK SAMPL ADIME GERBS CXR	

Terminals	Route	Effective Times (UTC)
MOLINE (MLI)		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	ELX CRL HIMEZ–STAR	
Detroit/Wayne (DTW)	MKG POLAR–STAR	
MONTREAL (CYUL)		
Cincinnati (CVG)	(RNAV only) YOW J546 YSO MAULL KODIE CTW TIGRR (RNAV)–STAR or (all others) YOW J546 YSO YYZ JHW JHW194 MAULL SLT249 KODIE CTW081 CTW CINCE–STAR	
Detroit/Wayne (DET)	YOW J546	
Kennedy (JFK)	V282 J524 BUGSY J570 ALB IGN IGN–STAR	
La Guardia (LGA)	V282 J542 BUGSY J570 ALB PWL IGN V157	
PEORIA (PIA)		
Detroit/Wayne (DTW)	MKG POLAR–STAR	
ROCKFORD (RFD)		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	ELX CRL HIMEZ–STAR	
SAGINAW (MBS)		
Cleveland Metro Area (CLE (CGF) (BKL) (LNN) (LPR)	MBS V133 SVM HIMEZ–STAR	
SAINT THOMAS (CYQS)		
Detroit Metro Area (DTW, DET, YQG, PTK, YIP, ARB)	AXXIS PICES–STAR	
SOUTH BEND (SBN)		
Atlanta (ATL)	(RNAV only) IIU BWG ERLIN (RNAV)–STAR or IIU BWG ROME–STAR	
Cincinnati (CVG)	FWA DEBAR–STAR	
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	LFD CRL HIMEZ–STAR	
TOLEDO (TOL)		
Atlanta (ATL)	VWV RID IIU BWG ROME–STAR	
TORONTO (CYYZ)		
Cincinnati (CVG)	(RNAV only) THORL JHW MAULL KODIE CTW TIGRR (RNAV)–STAR or (all others) THORL JHW JHW194 MAULL SLT249 KODIE CTW081 CTW CINCE–STAR	
La Guardia (LGA)	(above 250 kts) V252 GEE RKA HAARP–STAR or (250 kts or less) V252 GEE V14 BEEPS J522 EXTOL RKA292 RKA NOBBI–STAR	1100–0300
San Francisco (SFO)	GRB J106 GEP J70 ABR J32 FMG ILA PYE	

SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

Terminals	Route	Effective Times (UTC)
Traffic originating east of Chicago Terminating Denver:		
DJB	J60 IOW DSM J144 OBH J10 LBF SAYGE–STAR	1300–0100
J16 MCW ONL J114 SNY LANDR–STAR		
STL	STL J110 GCK J154 RYLIE DANDD–STAR	1300–0100
Traffic overflying Cleveland Center and south of SLT:		
HPN	(above 250 kts) SLT J190 CFB DNY280 DNY VALRE–STAR	
	or	
	PSB J49 CFB220 CFB DNY280 DNY VALRE–STAR	
	or	
	(250 kts or less) SLT J190 CFB DNY280 DNY NOBBI–STAR	
	or	
	PSB J49 CFB220 CFB DNY280 DNY NOBBI–STAR	
EWR	ROD J29 J584 FQM–STAR	1100–0300
ROD J29 J70 LVZ LENDY–STAR	1100–0300	
	or	
BKW J42 GVE KORRY–STAR	1100–0300	
PHL	ROD J152 HAR V210 BUNTS	1100–0300
	or	
	BKW J42 GVE DPNT–STAR	1100–0300
PIT	APE CTW V443 WISKE	
	or	
	HNN JPU V117 WISKE	
TEB/MMU/CDW/Satellites	(Non–Advanced Nav Aircraft only) ROD J29 JHW J70 LVZ LVZ–STAR	
Traffic overflying Badger VORTAC, BAE to Washington Dulles IAD:		
BAE	J34 AIR MGW MGW121 VERNI ESL ROYIL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) J34 AIR MGW VERNI ESL SHNON (RNAV)–STAR	
Traffic overflying Gipper VORTAC, GIJ to Washington Dulles IAD:		
GIJ	J146 WOOST J34 AIR MGW MGW121 VERNI ESL ROYIL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) J146 WOOST J34 AIR MGW VERNI ESL SHNON (RNAV)–STAR	
Traffic overflying Indianapolis Center area eastbound originating north and west of a line from DFW to JFK:		
ABE	ROD CXR J146	
BDL	ROD J29 JHW J82 WILET RKA SWEDE–STAR	
BWI	ROD J152 J162 MGW EMI–STAR	
CEF	ROD J29 JHW J82 ALB	
FRG	ROD J29 JHW J82 J522 HNK IGN V58 V91 CCC	
HPN	(above 250 kts) ROD J29 JHW J82 WILET DNY VALRE–STAR)	
	or	
	(250 kts or less) ROD J29 JHW J82 WILET DNY NOBBI–STAR	
ISP	(above 250 kts) ROD J152 J78 PSB J49 HNK J68 V130 TOMES MAD V34 CREAM V16 CCC	
	or	
	(250 kts or less) ROD J152 J78 PSB J49 HNK DNY LOVES–STAR	
TEB/MMU/CDW/LDJ	ROD J29 JHW J70 LVZ–STAR	

Terminals	Route	Effective Times (UTC)
IAD	BKW ROYIL–STAR	1100–1830 a
	or	2230–0300
	BKW SHNON (RNAV)–STAR	1100–1830 a
	or	2230–0300
	GSO J14 CREWE J51 FAK COATT–STAR	1830–2230
	or	
	GSO J14 CREWE J51 FAK BARIN (RNAV)–STAR	1830–2230
LFI	BKW J42 MOL J24 HCM	
NSF	BKW J213 FINKS AML259 AML	
PHL	BKW J42 GVE DPNT–STAR	
TEB/MMU/CDW/LDJ	(Advanced Nav Aircraft only) BKW J42 GVE JAIKE–STAR	
WRI	BKW J42 OTT SIE–STAR	
Traffic overflying Indianapolis Center from Kansas City Center landing at Cleveland Metro:		
CLE	(GPS or DME/DME–IRU equipped) STL J134 JUDDI CVG ZABER–STAR	
Traffic overflying Indianapolis Center from Kansas City Center landing at Detroit/Wayne:		
DTW	(GPS or DME/DME–IRU equipped) PXV VHP FWA MIZAR–STAR	
Traffic overflying Indianapolis (ZID) or Cleveland (ZOB) Centers landing in the Washington/Baltimore Metropolitan A		
BWI	MGW EMI–STAR	1100–0300
	or	
	BKW J147 CSN OTT–STAR	1100–0300
	or	
	(GPS or DME/DME–IRU equipped) BKW J147 CSN RAVNN (RNAV)–STAR	1100–0300
DCA	(GPS or DME/DME–IRU equipped) APE J30 BUCKO ELDEE (RNAV)–STAR	1100–0300
	or	
	(GPS or DME/DME–IRU equipped) BKW ELDEE (RNAV)–STAR	1100–0300
	or	
	APE J30 SHAAR WZRRD–STAR	
	or	
	BKW WZRRD–STAR	
	or	
	APE J30 SHAAR ELDEE	
	or	
	BKW ELDEE (RNAV)–STAR	
	or	
IAD	APE AIR MGW MGW121 VERNI ESL ROYIL–STAR	
	or	
	BKW ROYIL–STAR	
	or	
	HVQ ROYIL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) APE AIR MGW VERNI ESL SHNON (RNAV)–STAR	
	or	
	BKW SHNON (RNAV)–STAR	
	or	
	HVQ SHNON (RNAV)–STAR	

Terminals	Route	Effective Times (UTC)
Traffic overflying Indianapolis Center (ZID) to Chicago O'Hare (ORD)		
ORD	(Non-Advanced Nav Aircraft only) ATL J89 IIU MZZ OXI KNOX–STAR or (Non-Advanced Nav Aircraft only) BNA IIU MZZ OXI KNOX–STAR or (Non–Advanced Nav Aircraft only) FLM J24 BIGXX MZZ OXI KNOX–STAR or (Non–Advanced Nav Aircraft only) IRQ J99 IIU MZZ OXI KNOX–STAR or (Non–Advanced Nav Aircraft only, Washington/Baltimore Metro Area Only: BWI, DCA, IAD) ROD J149 FWA KNOX–STAR	

HIGH ALTITUDE—SINGLE DIRECTION ROUTES

Airway	Segment Fixes	Direction Effective	Effective Times (UTC)
J24/110	Indianapolis, IN to St. Louis, MO	West	1100–0300
J30	Joliet, IL to TRIXY Intn, VA	East	1100–0300
J34	Bellaire, OH to TRIXY Intn, VA	East	1100–0300
J149	Armel, VA to Rosewood, OH	West	1100–0300
J162	Bellaire, OH to Martinsburg, WV	East	1100–0300

Q-ROUTES REGULATORY

Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note ''GNSS REQUIRED''.

Route	Segment	DME
Q1	ELMAA–ERAVE	BTG, OLM, HQM, HUH, UBG
	ERAVE–EASON	BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG
	EASON–EBINY	CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT
	EBINY–ENVIE	CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS
	ENVIE–ETCHY	OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS
	ETCHY–POINT REYES	LIN, ECA, RBL, ENI, SAC, OAK
Q2	BOILE–HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI–HOBOL	BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS
	HOBOL–ITUCO	TFD, GBN, BLH, PXR, TUS, CIE, SSO
	ITUCO–NEWMAN	EWM, TFD, PXR, CIE, SSO, TUS, TCS
Q3	FEPOT–FAMUK	OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG
	FAMUK–FRFLY	BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT
	FRFLY–FINER	OED, EUG, RBL, LMT, ENI, CVO, FJS
	FINER–FOWND	OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS
	FOWND–POINT REYES	LIN, ECA, PYE, RBL, SAC, ENI
Q4	BOILE–HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI–SCOLE	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SCOLE–SPTFR	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SPTFR–ZEBOL	EED, IPL, BZA, GBN, TFD, PXR, BLH
	ZEBOL–SKTTR	PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS
	SKTTR–EL PASO	EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME
Q5	HAROB–HISKU	OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH
	HISKU–HARPR	ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV
	HARPR–HOMEG	CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV
	HOMEG–HUPTU	SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS
	HUPTU–STIKM	OAK, ECA, PYE, LIN, SAC, ENI, RBL
Q7	JINMO–JOGEN	CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA
	JOGEN–JUNEJ	LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG
	JUNEJ–JAGWA	RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS
	JAGWA–AVENAL	OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ
Q9	SUMMA–SMIGE	OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH
	SMIGE–SUNBE	IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG
	SUNBE–REBRG	RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR
	REBRG–DERBB	CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA
Q11	PAAGE–PAWLI	EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA
	PAWLI–PITVE	EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO
	PITVE–PUSHH	FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ
	PUSHH–LOS ANGELES	SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS
Q13	All segments	None; GNSS required
Q15	All segments	None; GNSS required
Q19	PLESS–NASHVILLE	ENL, GQO, PXV, BNA, IIU, FAM, BWG, CSX
Q20	CORONA–HONDS	CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME
	HONDS–UNNOS	CNX, INK, CME, TXO, TCC
	UNNOS–FUSCO	FST, ACH, INK, CME, SJT, TXO, TCC
	FUSCO–JUNCTION	ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST
Q21	JONEZ–RAZORBACK	BYP, EOS, TUL, TXK, ADM, RZC, OKM
Q22	GUSTI–OYSTY	AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV
	OYSTY–ACMES	RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJI
	ACMES–CATLN	SJI, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI
Q23	FORT SMITH–RAZORBACK	OKM, RZC, EOS, TUL

Route	Segment	DME
Q24	LAKE CHARLES–BATON ROUGE	AEX, DAS, LCH, MCB, LFT, BTR
	BATON ROUGE–IRUBE	AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBY
	IRUBE–PAYTN	GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI
Q25	MEEOW–WALNUT RIDGE	ELD, MEM, LIT, FAM, RZC
	WALNUT RIDGE–WLSUN	MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH
	WLSUN–POCKET CITY	BWG, PXV, ENL, BNA, TTH
Q26	WALNUT RIDGE–DEVAC	LIT, JKS,GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG
Q27	FORT SMITH–ZALDA	OKM, SGF, RZC, EOS, TUL
Q28	GRAZN–PYRMD	EIC, LIT, ELD, OKM, TXK
	PYRMD–HAKAT	ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK
	HAKAT–ESTEE	ARG, LIT, FAM, SGF, MEM
	ESTEE–POCKET CITY	ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA
Q29	HARES–MEMPHIS	MEM, ARG, LIT, JAN, ELD, SQS
	MEMPHIS–SIDAE	MEM, PXV, BNA, BWG, ARG, ENL
	SIDAE–POCKET CITY	PXV, TTH, BWG, ENL
Q30	SIDON–VULCAN	GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG
Q31	DHART–JODOX	SQS, LIT, TXK
	JODOX–MARVELL	SQS, LIT, ELD, MEM, ARG
	MARVELL–TIIDE	ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH
	TIIDE–POCKET CITY	BWG, PXV, ENL, TTH
Q32	EL DORADO–GAGLE	AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK
	GAGLE–CRAMM	JAN, SQS, MEM, ARG, VUZ, BNA, LIT
	CRAMM–NASHVILLE	BWG, MEM, VUZ, BNA, GQO
	NASHVILLE–SWAPP	BWG, IIU, PXV, VXV, BNA, GQO
Q33	DHART-LITTLE ROCK	AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS
	LITTLE ROCK–PROWL	ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL
Q34	TEXARKANA–MATIE	LIT, SWB, TXK, BYP, EIC, ELD, SQS
	MATIE–MEMPHIS	LIT, ARG, MEM, ELD, SQS
	MEMPHIS–SWAPP	BWG, ARG, MEM, MKL, SQS,PXV, BNA, GQO, IIU, VXV
Q35	KIMBERLY–NEERO	LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO
	NEERO–WINEN	BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE
	WINEN–CORKR	CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK
	CORKR–DRAKE	TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD
Q36	RAZORBACK–TWITS	RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT
	TWITS–DEPEC	MEM, GQO, BNA, BWG, FAM, ARG, PXV, IIU
	DEPEC–NASHVILLE	GQO, BWG, BNA, PXV, IIU
	NASHVILLE–SWAPP	VXV, BWG, BNA, GQO, PXV, IIU
Q38	ROKIT–INCIN	DAS, LCH, SWB, IAH, LFK, HUB, AEX
	INCIN–LAREY	JAN, MCB, SWB, AEX
	LAREY–BESOM	JAN, JYU, MEI, SQS, VUZ
Q40	ALEXANDRIA–DOOMS	AEX, SWB, LCH, JAN, HEZ, MCB
	DOOMS–WINAP	JAN, SQS, MEI, MCB
	WINAP–MISLE	MEI, VUZ, JYU
Q42	KIRKSVILLE–STRUK	CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX
	STRUK–DANVILLE	ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GIJ, FWA, GSH, IRK
	DANVILLE–MUNCIE	GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM
	MUNCIE–HIDON	FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC
	HIDON–BUBAA	AIR, APE, HNN, CXR, HVQ, EWC, DJB
	BUBAA–PSYKO	AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB
	PSYKO–BRNAN	PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT
	BRNAN–MAALS	EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE
	MAALS–SUZIE	ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK
	SUZIE–EAST TEXAS	JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN
	EAST TEXAS–ELIOT	HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK
Q104	DEFUN–HEVVN	PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG
	HEVVN–PLYER	PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD
	PLYER–SWABE	PIE, ORL, OMN, SRQ, TAY
	SWABE–ST PETERSBURG	LAL, ORL, OMN, SRQ, PHK, PIE
	ST PETERSBURG–CYPRESS	PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN

Route	Segment	DME
Q106	SMELZ–BULZI	LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW
	BULZI–DRABK	AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI
	DRABK–GADAY	MGM, PZD, OTK, JYU, SZW, CEW, SJI
Q108	GADAY–HKUNA	CEW, JYU, MGM, SZW, RRS, PZD, MAI, OTK, GEF, MGR, TAY, AMG, CRG
Q110	THNDR–JAYMC	SRQ, VRB, PHK, PIE, LAL, VKZ, ORL, PBI
	JAYMC–RVERO	VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP
	RVERO–KPASA	OMN, PIE, PBI, SRQ, ORL, LAL
	KPASA–BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS–GULFR	OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK
	GULFR–FEONA	TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM
Q112	DEFUN–HEVVN	PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB
	HEVVN–INPIN	JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG
Q116	KPASA–BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS–GULFR	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK
	GULFR–CEEYA	MCN, AMG, PZD, OTK, SZW, TAY
Q118	KPASA–BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS–LENIE	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN
Q501	VIXIS–GOPHER	ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT,EAU DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF
	GOPHER–SOBME	FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD
Q502	KENPA–GOPHER	SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW, MSP, MNM, ASP, TVC, GEP, RWF, BRD
	GOPHER–SOBME	FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD
Q504	NOTAP–CESNA	SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC, SAW, GRB, BRD
	CESNA–HEMDI	ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD
Q505	OMAGA–RIMBE	SSM, TVC, ASP, SAW, GRB
	RIMBE–CESNA	SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI
	CESNA–HEMDI	GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB

RNAV Routing Pitch and Catch Points

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by **pitch** (entry into) and **catch** (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

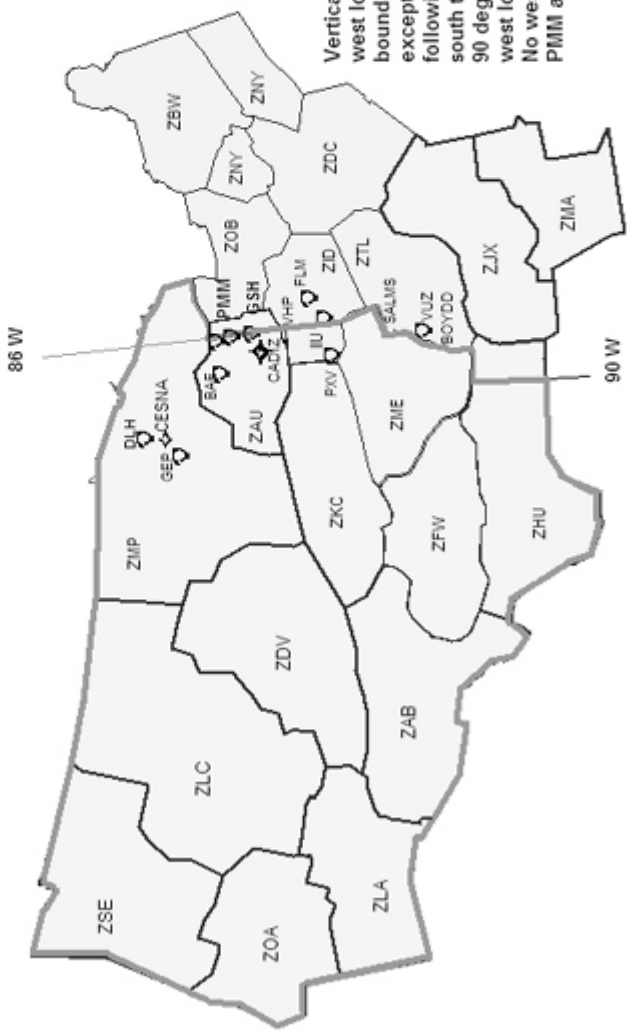
Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: http://sua.faa.gov/sua/Welcome.do. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.

High Altitude Redesign (HAR) Phase One Expansion Airspace

Except as noted, flights entering HAR expansion airspace may pitch at the airspace boundary, at the vertical pitch line, or at the fixes listed on the following page.



Vertical Pitch Line: 86 degrees west longitude from the ZMP/ZAU boundary to the ZME/ZID boundary, except between PMM and GSH, then following the ZME east boundary south to the ZHU boundary. Then west to 90 degrees west longitude, the 90 degrees west longitude to the ZHU southern boundary. No westbound traffic between PMM and GSH.

HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non–restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE.

Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on the associated graphic.

HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists pitch points for airports within the HAR Phase I expansion airspace.

Albuquerque	ABQ, GUP, HANOS or ZUN
Austin	ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV
Boca Raton, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Burbank includes Santa Monica and Van Nuys	GMN, MARKS or DAG LAS or HEC EED or PMD BLH
Chicago Terminal Area	IOW, PLL275065, MZV or BAE
Dallas/Fort Worth Terminal Area	ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK ELD, SWB or Aircraft destined the Chicago terminal area Except MDW EAKER MIDEE BDF BRADFORD–STAR or MLC J105 SGF BDF BRADFORD–STAR
Denver Terminal Area	PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE
Fort Lauderdale (or) Fort Lauderdale Executive	THNDR KPASA Q118 LENIE or THNDR KPASA Q116 CEEYA or THNDR KPASA Q110 FEONA or THNDR SMELZ Q106 GADAY or THNDR SMELZ Q106 BULZI
Houston Bush	LIT, ELD, MLC, JCT or Aircraft destined Atlanta Terminal Area LCH Q24 PAYTN HONIE–RNAV STAR or Aircraft joining J37 to the northeast, GUSTI SID GUSTI Q22 CATLN or Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42

Houston Hobby	LIT, ELD, MLC, JCT, or Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42
Jacksonville, FL	TAY
Kansas City Terminal Area	TIFTO, CATTS or KENTN
Los Angeles, includes Ontario	GMN, RZS or DAG LAS or TRM EED or TRM PKE
Las Vegas	DOBNE, MOSBI, NICLE, TRALR or ZELOT
Long Beach includes Orange County	GMN SNS, EHF, LANDO or TRM PKE or TRM EED
Memphis	BNA, HAAWK, SALMS or SQS
Miami Terminal Area	WINCO KPASA Q118 LENIE or WINCO KPASA Q116 CEEYA or WINCO KPASA Q110 FEONA or WINCO SMELZ Q106 GADAY or WINCO SMELZ Q106 BULZI
Milwaukee	GREAS
Minneapolis Terminal Area*	ONL, ABR, FAR, OBH, OVR, FOD
New Orleans Terminal Area	AEX, MEI, SQS, KAPLN
Orlando Terminal Area	WEBBS BRUTS Q118 LENIE or WEBBS GULFR Q116 CEEYA or WEBBS BULZI Q106 GADAY or WEBBS FEONA or WEBBS BULZI
Palm Beach, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Palm Springs	TRM JOTNU BLD or TRM EED or TRM PKE
Phoenix	CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK
Portland, OR	PDT, TIMEE

Salt Lake City	HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI or TCH J56 CHE or TCH J173 EKR
Saint Louis	VIH, MAP, MYERZ, MCM or HLV MCI
San Antonio Terminal Area	FUZ, SJT, MQP, ABI or Aircraft North of LFK, LFK or Aircraft South of HUB, ELA or Aircraft South of LFK and North of HUB LCH
San Diego	TRM EED or TRM PKE or TRM JOTNU BLD
San Francisco Bay Area Oakland San Jose	GALLI, INSLO, HAROL JSICA GALLI, INSLO, HAROL JSICA GALLI or INSLO
Seattle	BLUIT
Southwest Florida Airports (RSW/FMY)	JOCKS KPASA Q118 LENIE or JOCKS KPASA Q116 CEEYA or JOCKS KPASA Q110 FEONA or JOCKS SMELZ Q106 GADAY or JOCKS SMELZ Q106 BULZI
Tampa Terminal Area	FEONA, BULZI or BRUTS Q118 LENIE or GULFR Q116 CEEYA or BULZI Q106 GADAY

*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

Catch Points for Airports Located Outside HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

Atlanta Terminal Area	Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA or Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVAC or MEM or Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA or Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG or Aircraft through ZME airspace from ZFW airspace, MEM or MEI HONIE (RNAV)–STAR or PATYN HONIE (RNAV)–STAR

Baltimore–Washington*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ
Boston*	GEP, CRL, ECK, IIU, BNA or VUZ
Buffalo*	GEP, CRL
Hartford Bradley*	GEP, CRL
Canton–Akron*	GIJ, VHP, GEP
Charlotte	BNA, VUZ
Cincinnati Terminal Area	BNA, PXV or Aircraft north of SLC, JOT or Aircraft over or south of SLC, ENL or SLC or SFO departures, ENL, JOT
Cleveland Terminal Area*	OBK
Detroit Terminal Area	BAE MKG POLAR–STAR or VHP FWA MIZAR–STAR
Detroit Young	VHP FWA or LAN SPRTN–STAR
Indianapolis Terminal Area	BIB, SPI, JOT
Louisville	ENL, MEM
Newark*	GEP, VHP, FLM, IIU, BNA, VUZ or IOW GIJ J554 CRL J584 SLT FQM
New York Kennedy*	GEP, VHP, FLM, IIU, BNA, VUZ or DBQ J94 PMM J70 LVZ LENDY–STAR
New York LaGuardia*	GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ
Philadelphia Terminal Area*	GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ
Pittsburgh Terminal Area*	VHP, GIJ, BAE, GEP
Pontiac	LFD, LAN, VHP, FWA, GEP
Providence	JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ
Raleigh–Durham	FLM, IIU, BNA, VUZ
Toronto Terminal Area	ECK, SVM, SSM, GEP
Teterboro*	GEP, VHP, CRL, BNA, VUZ
Washington Dulles/National*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ
White Plains*	GEP, VHP, CRL, FLM, IIU, BNA, VUZ
Willow Run*	LAN, LFD, VHP, FWA, GEP

*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522 Q505, Q504, Q502, Q501
or
Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP
or
Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

Albuquerque Terminal Area	CURLY CURLY–STAR or ESPAN FRIHO–STAR or LAVAN LAVAN–STAR or FTI FRIHO–STAR or MIERA MIERA–STAR
Austin Terminal Area	Aircraft west of a north–south line at LFK, BLEWE or Aircraft east of a north–south line at LFK,IDU or LLO
Boca Raton, FL	CEW DEFUN Q112 INPIN SHDAY (RNAV)–STAR Aircraft through ZHU remain south of ZME and ZTL airspace or DEFUN Q112 INPIN SHDAY (RNAV)–STAR Aircraft through ZHU remain south of ZME and ZTL airspace or SZW INPIN SHDAY (RNAV)–STAR
Chicago Midway	CVA MOTIF–STAR or PIA MOTIF–STAR or DBQ CVA MOTIF–STAR or LMN MOTIF–STAR
Chicago O'Hare Terminal Area	GEP DLL MSN JVL JANESVILLE–STAR or TVC PULLMAN–STAR or FOD DBQ JVL JANESVILLE–STAR or MCW JANESVILLE–STAR or GCK IRK BRADFORD–STAR
Dallas/Fort Worth Terminal Area	IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR Aircraft through ZME airspace from north and west of PXV, RZC, Q23 FSM or Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW or Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS or Aircraft through ZME airspace from J52 and south of J52, SQS

Denver Terminal Area	OATHE DANDD–STAR or HGO QUAIL–STAR or LOPEC–STAR or ALS LARKS–STAR or HBU POWDR–STAR or EKR TOMSN–STAR or CHE TOMSN–STAR or BFF LANDR–STAR or LBF SAYGE–STAR or HCT SAYGE–STAR or RSK LARKS–STAR or LAA QUAIL–STAR or GCK J154 RYLIE DANDD–STAR or OCS J154 ALPOE RAMMS–STAR or YANKI J114 SNY LANDR–STAR or Aircraft filed BIL or east, MBW RAMMS–STAR
Ft Lauderdale or Ft Lauderdale Executive	CEW DEFUN Q104 PIE SWAGS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVVN Q104 PIE SWAGS (RNAV)–STAR
Houston Bush	CRP, CVE, LLO, LUKIY, SAT or Aircraft south and east of LLA, JEPEG or MISLE Q40 AEX or Aircraft north and east of SJI, SJI or Aircraft east of PXV, PXV Q31 DHART SWB or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Houston Hobby	CRP, ELLVR, SAT, SWB or Aircraft south and east of GIRLY, KCEEE or Aircraft north and east of SJI, SJI or BESOM Q38 ROKIT ROKIT–STAR or Aircraft east of PXV, PXV Q29 HARES SWB or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Jacksonville	GADAY ZOOSS TAY Aircraft through ZHU airspace remain south of ZME and Z airspace or ZOOSS TAY

John Wayne–Orange County	HEC, PGS, BLD or Aircraft south of TBC from ZAB airspace, HIPPI
Kansas City Terminal Area	LMN BRAYMER–STAR or PWE ROBINSON–STAR or EMP JHAWK–STAR
Las Vegas	DILCO, LIDAT, IGM or Aircraft over PGA or north of PGA KSINO or Aircraft south of PGA PGS LYNSY
Los Angeles Terminal Area	Aircraft North of TBC, HEC, PGS or Aircraft South of TBC from ZAB airspace, HIPPI, MESSI
Miami Terminal Area	CEW DEFUN Q104 CYY DEEDS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVVN Q104 CYY DEEDS (RNAV)–STAR
Minneapolis Terminal Area	Aircraft from north, west, south, FAR GOPHER–STAR or RWF SKETR–STAR or ALO KASPR–STAR or BRD GOPHER–STAR or BAE EAU CLAIRE–STAR or FOD TWOLF–STAR
Memphis Terminal Area	ARG, BWG, FSM, PXV, LIT, RZC, SQS, VUZ, BNA, GQO, ELD
Naples, FL	CEW DEFUN Q104 PLYER PIKKR (RNAV)–STAR Aircraft through ZHU AIRSPACE remain south of ZME and ZTL airspace or SZW HEVVN Q104 PLYER PIKKR (RNAV)–STAR
Nashville	CCT, GHM, GUITR, TINGS, VOLLS
New Orleans Terminal Area	BLUEZ, GPT, LCH, MCB, TBD, FATSO
Oakland	ILA or KATTS PAMMY or Aircraft over or south of a line ILC J16 DVC REANA KATTS PAMMY or Aircraft from north of ILC, JOPER PAMMY or KATTS PAMMY or Aircraft over or south of ILC, REANA KATTS PAMMY
Orlando Terminal Area	GADAY Q108 CLAWZ LEESE–STAR Aircraft through ZHU airspace remain south of ZME/ZTL airspace or OTK LEESE–STAR

Palm Beach, FL	CEW DEFUN Q112 INPIN GULLO (RNAV)–STAR Aircraft through ZHU airspace remain south of ZME and Z airspace or SZW INPIN GULLO (RNAV)–STAR
Phoenix	CORKR DRK or Aircraft from ZDV airspace, GUP or Aircraft from ZAB airspace, ZUN, MOHAK, SSO or VYLLA TUS
Phoenix Satellites	FLG, SSO, MOHAK or VYLLA, TUS
Portland, OR Terminal Area	ARNIT BONVL–STAR or LARNO BONVL–STAR or MOXEE MOXEE–STAR
St. Louis Terminal Area	SGF TRAKE–STAR or BUM TRAKE–STAR or ANX TRAKE–STAR or LMN IRK RIVRS–STAR or RBS VANDALIA–STAR
Salt Lake City Terminal Area	JNC J12 HELPR SPANE–STAR or EKR MTU SPANE–STAR or BCE DTA–TCH or MLF DTA–TCH or BVL BONNEVILLE–STAR or BYI BEARR–STAR or PIH BEARR–STAR or DBS BRIGHAM CITY–STAR or JAC BRIGHAM CITY–STAR or BPI BRIGHAM CITY–STAR or OCS BRIGHAM CITY–STAR
San Diego Terminal Area	EED, LAX, GBN
Santa Ana	HEC, PGS, BLD, HIPPI
San Antonio Terminal Area	IDU, CSI, JCT, LLO, CRP, LRD or West of a north–south line at LFK, BLEWE or East of a north–south line at LFK, IDU

San Francisco	FMG GOLDEN GATE–STAR or MVA MODESTO–STAR or ENI GOLDEN GATE–STAR or OAL MODESTO–STAR or South of a line ILC to DVC, REANA KATTS OAL MODESTO–STAR
San Jose	FMG HYP EL NIDO–STAR or OAL HYP EL NIDO–STAR or ENI GOLDEN GATE–STAR or South of a line ILC to DVC, REANA KATTS KICHI CANDA EL NIDO–STAR
Seattle Terminal Area	Aircraft from northeast, southeast, south, TEMPL GLASR–STAR or SUNED CHINS–STAR or BTG OLMYPIA–STAR
Southwest Florida Airports RSW and FMY	CEW DEFUN Q104 SWABE JOSFF–STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW HEVVN Q104 SWABE JOSFF–STAR
Tampa Terminal Area	CEW DEFUN Q104 HEVVN DARBS–STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW DARBS–STAR
Tucson	DRK PXR or MOHAK GBN

VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with ''VP''. Stand–alone VFR Waypoints are portrayed on VFR Charts using the same four–point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

BALTIMORE–WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPAXI	_____	N38°34.57′/W076°20.38′
VPONX	_____	N39°06.65′/W076°55.92′
VPOOP	_____	N38°56.32′/W076°36.90′

BOSTON HELICOPTER CHART

VPBAY	_____	N42°16.17′/W070°49.48′
VPBLT	_____	N42°19.67′/W070°53.40′
VPCGS	_____	N42°22.08′/W071°03.13′
VPEVS	_____	N42°23.52′/W071°04.10′
VPFEN	_____	N42°12.58′/W071°08.88′
VPFRE	_____	N42°25.03′/W071°12.32′
VPGVL	_____	N42°21.88′/W070°52.18′
VPHAM	_____	N42°30.13′/W071°07.15′
VPPIK	_____	N42°20.37′/W071°15.93′
VPQUA	_____	N42°12.10′/W071°04.78′
VPQUB	_____	N42°12.60′/W070°59.83′
VPSPF	_____	N42°24.20′/W071°09.47′
VPTOB	_____	N42°31.42′/W070°59.82′
VPWAN	_____	N42°36.88′/W071°19.45′

BOSTON TERMINAL AREA CHART

VPCOH	COHASSET	N42°13.58′/W070°48.94′
VPCUT	CUTTYHUNK HARBOR	N41°25.50′/W070°55.03′
VPFRA	FRAMINGHAM SHOPPING CENTER	N42°18.16′/W071°23.65′
VPHOL	WOODS HOLE	N41°31.06′/W070°40.60′
VPHUL	HULL	N42°18.20′/W070°55.30′
VPLPT	NANTUCKET GREAT POINT	N41°23.41′/W070°02.78′
VPNED	NEEDHAM TOWERS	N42°18.51′/W071°14.64′
VPPEA	PEABODY SHOPPING CENTER	N42°32.52′/W070°56.69′
VPROC	ROCKINGHAM RACE TRACK	N42°46.29′/W071°13.57′
VPSCI	SCITUATE	N42°11.89′/W070°43.69′
VPTPT	NANTUCKET THIRD POINT	N41°18.51′/W070°03.37′
VPTUC	TUCKERNUCK	N41°18.31′/W070°15.43′
VPWAK	WAKEFIELD	N42°30.72′/W071°05.24′
VPWAN	WANG TOWERS	N42°36.88′/W071°19.45′

CHARLOTTE SECTIONAL CHART

VPATO	_____	N34°37.37′/W076°31.47′
VPAVA	_____	N34°57.00′/W077°16.50′
VPBFE	_____	N32°16.38′/W080°47.50′
VPBRA	_____	N36°13.75′/W076°08.08′
VPGCE	_____	N36°03.90′/W076°36.42′
VPGHI	_____	N35°15.30′/W075°31.25′
VPGIO	_____	N35°32.50′/W076°37.33′
VPKJU	_____	N35°26.58′/W076°10.22′
VPLMN	_____	N34°55.43′/W077°46.42′
VPMAB	_____	N34°42.20′/W077°03.50′
VPNPO	ISLE OF PALMS	N32°47.78′/W079°46.45′
VPOKY	_____	N35°06.53′/W075°59.17′
VPREP	_____	N32°33.98′/W080°21.82′
VPRRS	_____	N33°25.45′/W079°07.60′
VPUMO	_____	N35°35.63′/W075°28.08′
VPWZO	_____	N36°00.87′/W075°40.07′
VPZIE	_____	N32°01.62′/W080°53.42′

DENVER TERMINAL AREA CHART/FLYWAY CHART

VPBEN	_____	N39°44.28′/W104°26.00′
VPFTG	_____	N39°44.35′/W104°32.75′
VPNIC	NORTH INTERCHANGE	N39°58.90′/W104°59.27′

HOUSTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPBWY	_____	N29°46.25′/W095°09.24′
VPDTN	_____	N29°46.59′/W095°22.01′
VPGLA	_____	N30°08.32′/W095°06.62′
VPGLB	_____	N30°07.80′/W094°55.70′
VPKTY	_____	N29°47.05′/W095°44.92′
VPPLN	_____	N30°08.80′/W095°50.42′
VPRSN	_____	N29°30.00′/W095°41.00′
VPSND	_____	N29°23.13′/W095°28.86′
VPSNT	_____	N29°49.29′/W094°53.94′
VPTNE	_____	N29°47.48′/W095°03.34′
VPTNW	_____	N29°47.06′/W095°33.81′
VPTRK	_____	N29°24.06′/W095°10.44′

JACKSONVILLE SECTIONAL CHART

VPAFI	_____	N31°49.35′/W081°51.07′
VPAFY	_____	N30°07.00′/W081°21.33′
VPBEC	_____	N29°46.25′/W081°15.10′
VPCJA	_____	N29°30.00′/W081°06.00′
VPCKY	_____	N28°46.50′/W082°34.00′
VPCNY	_____	N28°30.00′/W080°45.00′
VPDAD	DADE CITY	N28°22.57′/W082°11.25′
VPDAR	_____	N31°22.38′/W081°24.13′
VPDFI	_____	N29°00.17′/W081°20.85′
VPDUT	_____	N27°37.70′/W082°09.10′
VPEAR	CLEARWATER BEACH	N27°58.67′/W082°49.83′
VPEGV	_____	N29°39.97′/W081°24.87′
VPFFU	_____	N28°57.08′/W081°00.33′
VPGPE	ST PETE BEACH	N27°43.50′/W082°44.67′
VPHAA	_____	N30°04.02′/W083°40.02′
VPHUC	_____	N28°19.87′/W082°43.77′
VPIWA	MIDWAY	N31°48.33′/W081°25.85′
VPJMY	_____	N29°26.92′/W081°18.27′
VPKER	LAKE PARKER	N28°04.00′/W081°56.00′
VPLEV	_____	N28°48.00′/W080°52.00′
VPLJA	_____	N29°00.00′/W080°51.00′
VPMAI	_____	N30°50.02′/W084°56.63′
VPTLH	_____	N30°32.70′/W083°52.22′
VPXZY	_____	N29°35.00′/W083°10.00′
VPYIW	_____	N30°42.28′/W081°27.25′
VPZIE	_____	N32°01.62′/W080°53.42′

KANSAS CITY SECTIONAL CHART

VPAGO	_____	N37°50.33′/W090°29.03′
VPBEK	_____	N37°15.07′/W092°30.67′
VPDEN	_____	N37°46.75′/W092°19.20′
VPENE	_____	N37°44.75′/W091°55.78′
VPESS	_____	N36°59.48′/W091°00.88′
VPFME	_____	N37°41.00′/W092°38.33′
VPGXY	_____	N37°15.50′/W091°40.17′
VPMBE	_____	N37°11.08′/W090°27.92′
VPMKE	_____	N37°24.47′/W092°40.00′
VPROV	_____	N38°01.72′/W091°12.81′
VPUTT	_____	N37°52.05′/W092°01.20′

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPWOC	_____	N37°18.03′/W092°18.63
VPWRO	_____	N37°39.12′/W091°45.68
VPXIZ	_____	N37°26.60′/W092°05.42

KANSAS CITY TERMINAL AREA CHART

VPATN	ATCHISON	N39°33.62′/W095°07.65
VPBGS	BLUE SPRINGS	N39°01.82′/W094°16.32
VPBSP	BONNER SPRINGS	N39°03.78′/W094°53.10
VPCHB	CHOUTEAU BRIDGE	N39°08.77′/W094°32.03
VPDSO	DE SOTO	N38°58.68′/W094°58.48
VPESG	EXCELSIOR SPRINGS	N39°20.68′/W094°13.77
VPGTB	GARRETSBURG	N39°40.92′/W094°41.45
VPLAT	LATHROP WATER TANK	N39°32.87′/W094°20.00
VPLEN	LENEXA	N38°57.77′/W094°43.68
VPLVL	LONGVIEW LAKE	N38°54.63′/W094°28.28
VPMCL	MC LOUTH	N39°11.65′/W095°12.50
VPNHA	NASHUA	N39°17.83′/W094°34.80
VPSCX	SPORTS COMPLEX	N39°03.00′/W094°29.02
VPSKR	SUGAR CREEK REFINERY	N39°07.00′/W094°27.02
VPSPK	SWOPE PARK	N39°00.47′/W094°31.93
VPTSK	TWIN STACKS	N39°09.05′/W094°38.22
VPWOF	WORLDS OF FUN	N39°10.42′/W094°29.12

KLAMATH FALLS SECTIONAL CHART

VPORO	_____	N43°57.38′/W123°02.22

LOS ANGELES HELICOPTER CHART

VPANA	_____	N33°44.43′/W117°50.03
VPART	MAGNOLIA	N33°51.45′/W117°58.92
VPAUT	HWY 91 & 55	N33°50.63′/W117°49.57
VPBOB	_____	N33°59.60′/W117°21.45
VPCAR	_____	N33°49.90′/W118°17.23
VPCNG	CONEJO GRADE US HWY 101	N34°12.54′/W118°59.61
VPCOR	_____	N33°52.90′/W117°32.95
VPCRX	_____	N34°01.40′/W117°44.88
VPCSU	CSU CHANNEL ISLANDS	N34°09.76′/W119°02.53
VPDOW	_____	N33°56.47′/W118°05.80
VPELA	_____	N34°00.98′/W118°10.35
VPETY	_____	N33°38.70′/W117°44.12
VPFCB	_____	N34°02.03′/W118°01.63
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71′/W119°10.39
VPGOL	_____	N34°09.33′/W118°17.37
VPIMP	_____	N33°55.85′/W118°16.85
VPKAT	_____	N33°48.23′/W117°54.22
VPKEL	_____	N34°03.92′/W117°48.40
VPLAC	_____	N34°03.75′/W118°14.93
VPLLU	_____	N34°03.85′/W117°17.82
VPLQM	QUEEN MARY	N33°45.17′/W118°11.37
VPLRT	SANTA ANITA RACE TRACK	N34°08.45′/W118°02.65
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97′/W118°16.32
VPMDR	_____	N33°59.27′/W118°23.97
VPNEW	NEWHALL PASS	N34°20.18′/W118°30.72
VPNUY	_____	N34°09.63′/W118°28.18
VPPCH	_____	N33°28.07′/W117°40.32
VPPKC	_____	N34°03.32′/W118°12.83
VPPOR	_____	N34°00.10′/W117°50.12
VPRRT	_____	N33°59.37′/W118°16.83
VPSEP	_____	N34°05.80′/W118°28.63
VPSFR	_____	N34°17.45′/W118°28.07
VPSTC	SATICOY BRIDGE	N34°16.62′/W119°08.34
VPSTK		N34°13.97′/W118°24.60

LOS ANGELES SECTIONAL CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCNG	CONEJO GRADE US HWY 101	N34°12.54′/W118°59.61′
VPCSU	CSU CHANNEL ISLANDS	N34°09.76′/W119°02.53′
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71′/W119°10.39′
VPSTC	SATICOY BRIDGE	N34°16.62′/W119°08.34′

LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

VPCNG	CONEJO GRADE US HWY 101	N34°12.54′/W118°59.61′
VPCSU	CSU CHANNEL ISLANDS	N34°09.76′/W119°02.53′
VPGTY	GETTY CENTER	N34°04.84′/W118°28.66′
VPLBP	BANNING PASS	N33°56.05′/W116°59.63′
VPLCC	CHAFFEY COLLEGE	N34°08.87′/W117°34.33′
VPLCP	CAJON PASS	N34°18.07′/W117°27.68′
VPLDL	DISNEYLAND	N33°48.72′/W117°55.13′
VPLDP	DANA POINT	N33°27.62′/W117°42.87′
VPLDS	DODGER STADIUM	N34°04.42′/W118°14.42′
VPLFX	91/605 INTERCHANGE	N33°52.38′/W118°06.08′
VPLGP	GRIFFITH PARK OBSERVATORY	N34°07.10′/W118°18.02′
VPLHF	110/405 FWYS	N33°51.42′/W118°17.10′
VPLHP	HUNTINGTON PIER	N33°39.32′/W118°00.25′
VPLKH	KING HARBOR	N33°50.75′/W118°23.88′
VPLLC	L.A. COLISEUM	N34°00.83′/W118°17.27′
VPLLM	LAKE MATHEWS	N33°50.58′/W117°26.85′
VPLMM	MAGIC MOUNTAIN	N34°26.20′/W118°36.28′
VPLMS	MILE SQUARE PARK	N33°43.40′/W117°56.77′
VPLPD	PRADO DAM	N33°53.40′/W117°38.48′
VPLPP	PACIFIC PALISADES	N34°02.13′/W118°32.15′
VPLQM	QUEEN MARY	N33°45.17′/W118°11.37′
VPLRB	ROSE BOWL	N34°09.67′/W118°10.05′
VPLRT	SANTA ANITA RACE TRACK	N34°08.45′/W118°02.65′
VPLSA	SANTA ANA CANYON	N33°52.03′/W117°42.68′
VPLSB	SANTA FE FLOOD BASIN	N34°07.72′/W117°57.30′
VPLSC	STATE COLLEGE	N33°52.97′/W117°53.13′
VPLSF	SAN FERNANDO RESERVOIR	N34°17.87′/W118°29.00′
VPLSP	SIGNAL PEAK	N33°36.33′/W117°48.63′
VPLSR	HAWTHORNE & 405 FREEWAY	N33°53.07′/W118°21.13′
VPLSS	SANTA SUSANA PASS	N34°16.00′/W118°38.43′
VPLTW	TUJUNGA WASH & FOOTHILL	N34°16.40′/W118°20.30′
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97′/W118°16.32′
VPLWT	WATER TANK	N34°10.82′/W118°46.27′
VPNEW	NEWHALL PASS	N34°20.18′/W118°30.72′
VPSTC	SATICOY BRIDGE	N34°16.62′/W119°08.34′

MIAMI SECTIONAL CHART

VPACH	HOLLYWOOD BEACH	N26°00.92′/W080°06.93′
VPBOV	_____	N27°57.00′/W080°46.75′
VPCLE	_____	N26°27.07′/W082°00.88′
VPCTE	_____	N26°09.28′/W081°20.70′
VPDAD	DADE CITY	N28°22.57′/W082°11.25′
VPDUT	_____	N27°37.70′/W082°09.10′
VPDZE	_____	N27°19.00′/W080°44.17′
VPEAR	CLEARWATER BEACH	N27°58.67′/W082°49.83′
VPEDY	ANDYTOWN TOLLGATE	N26°08.78′/W080°28.00′
VPFAH	_____	N26°25.40′/W081°29.67′
VPGPE	ST PETE BEACH	N27°43.50′/W082°44.67′
VPHRO	_____	N27°05.97′/W082°12.20′
VPHUC	_____	N28°19.87′/W082°43.77′
VPIBR	_____	N27°12.47′/W081°40.22′
VPKER	LAKE PARKER	N28°04.00′/W081°56.00′
VPKOE	_____	N24°40.08′/W081°20.55′
VPLYY	_____	N24°49.07′/W080°49.17′
VPMBO	GULFSTREAM PARK	N25°58.57′/W080°08.17′
VPOBA	PUMPING STATION	N26°28.30′/W080°26.75′
VPRBI	_____	N25°50.67′/W080°55.18′
VPRNL	RANGER STATION	N25°22.92′/W080°36.58′
VPWMO	_____	N27°03.00′/W080°35.00′

MIAMI TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPACH	HOLLYWOOD BEACH	N26°00.92′/W080°06.93
VPEDY	ANDYTOWN TOLLGATE	N26°08.78′/W080°28.00
VPMBO	GULFSTREAM PARK	N25°58.57′W080°08.17′
VPOBA	PUMPING STATION	N26°28.30′/W080°26.75
VPRBI	_____	N25°50.67′/W080°55.18
VPRNL	RANGER STATION	N25°22.92′/W080°36.58

NEW ORLEANS SECTIONAL CHART

VPGPT	_____	N30°25.95′/W089°05.62
VPLIP	PHILLIPS INLET	N30°16.23′/W085°59.25
VPMAI	_____	N30°50.02′/W084°56.63
VPMOB	_____	N30°23.00′/W088°31.72
VPRAM	_____	N30°18.95′/W089°35.88
VPRER	_____	N30°13.87′/W085°20.67
VPRIV	_____	N30°54.85′/W087°57.82
VPSAW	_____	N30°49.65′/W089°07.42
VPTHR	_____	N30°19.93′/W087°08.50

NEW YORK HELICOPTER CHART

VPJAY	_____	N40°59.00′/W073°07.00
VPLYD	_____	N40°57.37′/W073°29.59
VPROK	_____	N40°52.70′/W073°44.24

PHOENIX TERMINAL AREA CHART/FLYWAY CHART

VPALL	ALLENVILLE	N33°20.97′/W112°35.20
VPAQU	AQUEDUCT PUMPING STATION	N33°40.05′/W112°41.38
VPARM	ARROWHEAD MALL	N33°38.52′/W112°13.48
VPAWG	AHWATUKEE GOLF COURSE	N33°19.98′/W111°59.08
VPAZM	ARIZONA MILLS	N33°23.43′/W111°57.88
VPBAR	BARTLETT DAM	N33°49.10′/W111°37.92
VPCCC	COUNTRY CLUB & CANAL	N33°30.73′/W111°50.37
VPCNL	CANAL	N33°33.23′/W111°46.89
VPFRB	FIREBIRD LAKE	N33°16.35′/W111°58.10
VPFTN	FOUNTAIN HILLS	N33°36.12′/W111°42.72
VPGLX	GILA CROSSING	N33°16.55′/W112°10.08
VPGPP	GLENDALE POWER PLANT	N33°33.27′/W112°13.00
VPMAR	MARICOPA	N33°03.42′/W112°02.88
VPMHS	MESQUITE HIGH SCHOOL	N33°20.53′/W111°49.58
VPNRV	NEW RIVER	N33°55.08′/W112°08.45
VPNTT	NORTH TEST TRACK	N33°03.50′/W111°55.83
VPPIR	PIR	N33°22.52′/W112°18.90
VPQTR	QUINTERO GOLF COURSE	N33°49.53′/W112°23.58
VPRVC	RIO VERDE COMMUNITY	N33°44.37′/W111°39.62
VPSMC	SOUTH MOUNTAIN COLLEGE	N33°23.02′/W112°02.12
VPSQP	SQUAW PEAK	N33°32.83′/W112°01.27
VPSSS	SUPERSTITION SPRINGS MALL	N33°23.50′/W111°41.37
VPSTN	SANTAN MOUNTAINS	N33°09.23′/W111°40.92
VPSTT	SOUTH TEST TRACK	N32°56.25′/W111°59.67
VPZZZ	_____	N33°20.18′/W111°26.53

ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

VPAGN	TV ANTENNA	N38°32.08′/W090°22.42
VPBPE	_____	N38°23.80′/W090°20.38
VPCJY	HOLIDAY SHORES	N38°55.00′/W089°56.00
VPCOJ	WINFIELD DAM	N39°00.28′/W090°41.23
VPDFA	JEFFERSON BARRACKS BRIDGE	N38°29.18′/W090°16.47
VPEAZ	BUSCH STADIUM	N38°37.43′/W090°11.55
VPEDZ	WATER TANKS	N38°45.30′/W090°34.87
VPEGR	GAS TANKS	N38°35.80′/W090°19.32
VPEOX	ST PETERS	N38°47.17′/W090°39.25

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPFAI	HOWELL ISLAND	N38°40.00′/W090°43.00′
VPFFY	_____	N38°55.37′/W090°17.30′
VPGPF	_____	N38°35.60′/W090°26.92′
VPGVI	_____	N38°32.30′/W090°27.80′
VPHRQ	CHAIN OF ROCKS BRIDGE	N38°45.88′/W090°10.42′
VPIBO	WATERLOO	N38°20.00′/W090°09.00′
VPJMU	HORSESHOE LAKE	N38°41.00′/W090°05.00′
VPKNY	PACIFIC	N38°29.00′/W090°44.00′
VPLES	ST CHARLES	N38°47.00′/W090°30.00′
VPLIW	SIX FLAGS	N38°30.67′/W090°40.47′
VPLXU	GATEWAY ARCH	N38°37.50′/W090°11.00′
VPNSY	WOOD RIVER REFINERIES	N38°50.00′/W090°05.00′
VPNZY	WENTZVILLE	N38°48.83′/W090°50.98′
VPRAZ	JERSEYVILLE	N39°07.00′/W090°20.00′
VPRMO	FOREST PARK	N38°38.00′/W090°17.00′
VPWKO	COLUMBIA	N38°27.00′/W090°12.00′
VPXXI	MILLSTADT	N38°27.50′/W090°05.68′
VPYID	MOSENTHEIN ISLAND	N38°43.00′/W090°12.25′

SALT LAKE CITY HELICOPTER CHART

VPAIR	SALTAIR	N40°44.85′/W112°11.22′
VPBEE	SOUTH INTERCHANGE	N40°38.18′/W111°54.23′
VPBRN	BARN	N40°54.28′/W112°10.15′
VPCAP	STATE CAPITOL	N40°46.67′/W111°53.25′
VPCHS	_____	N40°42.28′/W112°05.92′
VPCOP	BINGHAM COPPER MINE	N40°31.38′/W112°09.00′
VPCWY	CAUSEWAY	N41°05.37′/W112°07.17′
VPCYN	PARLEYS CANYON	N40°42.67′/W111°48.10′
VPFPC	FREE PORT CENTER	N41°05.92′/W112°02.27′
VPFPK	FRANCIS PEAK	N41°01.98′/W111°50.30′
VPGFS	GARFIELD STACK	N40°43.28′/W112°11.88′
VPHVE	SPAGHETTI BOWL	N40°43.50′/W111°54.22′
VPJRT	JORDAN RIVER TEMPLE	N40°35.02′/W111°55.58′
VPKSL	KSL ANTENNA	N40°46.80′/W112°05.80′
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08′/W111°53.57′
VPMDH	MCKAY DEE HOSPITAL	N41°11.50′/W111°57.08′
VPMMT	MICROWAVE TOWERS	N40°48.50′/W111°53.37′
VPMSH	_____	N41°01.67′/W112°02.47′
VPNSL	_____	N40°50.15′/W111°54.90′
VPNTP	_____	N41°03.57′/W112°14.23′
VPOGE	GRAIN ELEVATOR	N41°13.13′/W112°00.45′
VPOPS	POWER STATION	N41°20.38′/W112°02.78′
VPPEN	STATE PRISON	N40°29.88′/W111°53.62′
VPPPT	PROMONTORY POINT	N41°12.28′/W112°25.73′
VPPTM	POINT OF THE MOUNTAIN	N40°27.42′/W111°54.83′
VPPVO	PROVO CANYON	N40°18.77′/W111°39.45′
VPRWY	_____	N40°48.48′/W112°00.33′
VPSLC	I–15/I–80 INTERCHANGE	N40°45.83′/W111°54.85′
VPTIP	SOUTH TIP	N40°50.93′/W112°10.92′
VPWBR	WEBER CANYON	N41°08.17′/W111°54.83′
VPWBT	_____	N40°38.00′/W112°03.33′

SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

VPAIR	SALTAIR	N40°44.85′/W112°11.22′
VPBEE	SOUTH INTERCHANGE	N40°38.18′/W111°54.23′
VPBRN	BARN	N40°54.28′/W112°10.15′
VPCAP	STATE CAPITOL	N40°46.67′/W111°53.25′
VPCHS	_____	N40°42.28′/W112°05.92′
VPCOP	BINGHAM COPPER MINE	N40°31.38′/W112°09.00′
VPCVI	CENTERVILLE INTERCHANGE	N40°55.30′/W111°53.43′
VPCWY	CAUSEWAY	N41°05.37′/W112°07.17′
VPCYN	PARLEYS CANYON	N40°42.67′/W111°48.10′
VPFPC	FREE PORT CENTER	N41°05.92′/W112°02.27′
VPFPK	FRANCIS PEAK	N41°01.98′/W111°50.30′
VPGFS	GARFIELD STACK	N40°43.28′/W112°11.88′

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPHVE	SPAGHETTI BOWL	N40°43.50′/W111°54.22
VPJRT	JORDAN RIVER TEMPLE	N40°35.02′/W111°55.58
VPKSL	KSL ANTENNA	N40°46.80′/W112°05.80
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08′/W111°53.57
VPMDH	MCKAY DEE HOSPITAL	N41°11.50′/W111°57.08
VPMMT	MICROWAVE TOWERS	N40°48.50′/W111°53.37
VPMSH		N41°01.67′/W112°02.47
VPNSL		N40°50.15′/W111°54.90
VPNTP		N41°03.57′/W112°14.23
VPOGE	GRAIN ELEVATOR	N41°13.13′/W112°00.45
VPOPS	POWER STATION	N41°20.38′/W112°02.78
VPPEN	STATE PRISON	N40°29.88′/W111°53.62
VPPPT	PROMONTORY POINT	N41°12.28′/W112°25.73
VPPTM	POINT OF THE MOUNTAIN	N40°27.42′/W111°54.83
VPPVO	PROVO CANYON	N40°18.77′/W111°39.45
VPRWY		N40°48.48′/W112°00.33
VPSLC	I–15/I–80 INTERCHANGE	N40°45.83′/W111°54.85
VPTIP	SOUTH TIP	N40°50.93′/W112°10.92
VPUOU	U OF U EVENTS CENTER	N40°45.73′/W111°50.28
VPWBR	WEBER CANYON	N41°08.17′/W111°54.83
VPWBT		N40°38.00′/W112°03.33
VPZOO	HOGLE ZOO	N40°45.00′/W111°48.95

SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

VPLDP	DANA POINT	N33°27.62′/W117°42.87
VPLSP	SIGNAL PEAK	N33°36.33′/W117°48.63
VPOCN		N33°14.15′/W117°26.63
VPSBC	BARONA CASINO	N32°56.25′/W116°52.60
VPSBL		N33°05.18′/W117°18.55
VPSBM	BLACK MOUNTAIN	N32°58.87′/W117°07.00
VPSCF		N32°48.55′/W117°09.17
VPSCM	COWLES MOUNTAIN	N32°48.72′/W117°01.97
VPSCP	CRYSTAL PIER	N32°47.77′/W117°15.42
VPSCR		N32°39.37′/W117°07.30
VPSFB	IRON MOUNTAIN	N32°58.25′/W116°57.33
VPSLJ	LAKE JENNINGS	N32°51.53′/W116°53.28
VPSMB		N32°45.57′/W117°12.22
VPSMP		N33°22.70′/W117°36.75
VPSMS	MOUNT SOLEDAD	N32°50.40′/W117°15.10
VPSMV		N32°45.75′/W117°09.80
VPSMW	MOUNT WOODSON	N33°00.52′/W116°58.23
VPSOP	OTAY MESA PRISON	N32°35.82′/W116°55.28
VPSOT	LOWER OTAY LAKE	N32°37.73′/W116°55.38
VPSPL	SOUTH POINT LOMA	N32°39.90′/W117°14.55
VPSPP	POWER PLANT	N33°08.25′/W117°20.23
VPSQS	QUALCOMM STADIUM	N32°46.98′/W117°07.23
VPSRT	DEL MAR RACE TRACK	N32°58.58′/W117°15.95
VPSSM	SAN MIGUEL MOUNTAIN	N32°41.78′/W116°56.18
VPSSV	SAN VICENTE ISLAND	N32°55.53′/W116°55.00
VPSTP	TORREY PINES GOLF COURSE	N32°54.17′/W117°14.68
VPSVA		N33°11.48′/W117°16.38

SAN FRANCISCO SECTIONAL CHART

VPKBG	KINGSBURY GRADE	N38°58.75′/W119°53.20

SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

VPALT	ALTAMONT PASS	N37°44.35′/W121°35.42
VPANT	ANTIOCH BRIDGE	N38°01.45′/W121°45.02
VPBBR	BENICIA BRIDGE	N38°02.50′/W122°07.45
VPCAL	CALAVERAS RESERVOIR	N37°28.16′/W121°48.93
VPCBT	LAKE CHABOT	N37°43.68′/W122°06.94
VPCOY	COYOTE HILLS	N37°32.50′/W122°05.06
VPCQZ	CARQUINEZ BRIDGE	N38°03.66′/W122°13.52
VPCRL		N37°11.00′/W121°41.06
VPCRY	CRYSTAL SPRINGS CAUSEWAY	N37°30.56′/W122°21.10

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCSH	CAL STATE UNIVERSITY	N37°39.52′/W122°03.52′
VPDAM	DEL VALLE DAM	N37°36.91′/W121°44.78′
VPDLR	_____	N37°07.00′/W121°47.06′
VPDUB	DUBLIN	N37°42.06′/W121°55.36′
VPEMB	EMBASSY SUITES	N37°26.05′/W121°53.83′
VPGGF	GOLDEN GATE FIELDS	N37°53.07′/W122°18.71′
VPGIL	GILROY	N37°01.37′/W121°33.99′
VPHHH	HAMILTON	N38°03.58′/W122°30.66′
VPKGO	KGO	N37°31.58′/W122°06.10′
VPLEX	LEXINGTON RESERVOIR	N37°11.66′/W121°59.18′
VPMID	MID–SPAN SAN MATEO BRIDGE	N37°36.28′/W122°11.81′
VPMOR	MORMON TEMPLE	N37°48.46′/W122°11.95′
VPNUM	NUMMI PLANT	N37°29.56′/W121°56.58′
VPPAC	_____	N37°38.00′/W122°32.07′
VPPRU	PRUNEYARD	N37°17.33′/W121°56.01′
VPSAR	SARATOGA	N37°15.26′/W122°02.33′
VPSLA	SLAC/LINEAR ACCELERATOR	N37°24.75′/W122°14.35′
VPSTB	STINSON BEACH	N37°54.45′/W122°40.41′
VPSUN	SUNOL GOLF COURSE	N37°34.85′/W121°53.23′
VPUTC	U.T.C.	N37°13.93′/W121°41.35′
VPWAL	WALNUT CREEK	N37°53.78′/W122°04.30′
VPWAM	_____	N37°30.28′/W122°10.00′
VPWFR	CEMENT PLANT	N37°30.88′/W122°12.26′

TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

VPBOV	_____	N27°57.00′/W080°46.75′
VPCNY	_____	N28°30.00′/W080°45.00′
VPDAD	DADE CITY	N28°22.57′/W082°11.25′
VPDFI	_____	N29°00.17′/W081°20.85′
VPDUT	_____	N27°37.70′/W082°09.10′
VPEAR	CLEARWATER BEACH	N27°58.67′/W082°49.83′
VPFFU	_____	N28°57.08′/W081°00.33′
VPGPE	ST PETE BEACH	N27°43.50′/W082°44.67′
VPHUC	_____	N28°19.87′/W082°43.77′
VPKER	LAKE PARKER	N28°04.00′/W081°56.00′
VPLEV	_____	N28°48.00′/W080°52.00′
VPLJA	_____	N29°00.00′/W080°51.00′

WASHINGTON SECTIONAL CHART

VPACE	_____	N38°07.82′/W076°48.75′
VPAXI	_____	N38°34.57′/W076°20.38′
VPBRA	_____	N36°13.75′/W076°08.08′
VPGCE	_____	N36°03.90′/W076°36.42′
VPWZO	_____	N36°00.87′/W075°40.07′

VOR RECEIVER CHECKPOINTS AND VOR TEST FACILITIES (VOT)

The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Informatio and ATC Procedures.

NOTE: Under columns headed ''Type of Checkpoint'' & ''Type of VOT Facility'' G stands for ground. A/ stands for airborn followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check shoul be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

ILLINOIS

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Centralia (Centralia Muni)	115.0/ENL	A/2000	027	6.1	Over apch end Rwy 36.
Champaign (Urbana)	110.0/CMI	A/2000	177	7.8	Over grain elevator at Pesotum.
Champaign (University of Illinois–Willard)	110.0/CMI	G	332	0.9	On runup pad Rwy 14L.
Decatur (Decatur)	117.2/DEC	A/1700	348	5.4	Over apch end Rwy 36.
Galesburg	109.8/GBG	A/3000	237	12	Over railroad bridge.
Joliet (Aurora Muni)	112.3/JOT	A/2500	331	15	Over intersection of rwys.
Joliet (Joliet Rgnl)	112.3/JOT	A/1500	102	6.5	Over centerline of NW end of Rwy 04–22.
Lawrenceville (Lawrenceville–Vincennes Intl)	108.8/LWV	G	177	.6	South side of Echo.
Marion (Williamson Co Rgnl)	110.4/MWA	A/1500	287	11	Railroad intersection in town of De Soto.
	110.4/MWA	G	139	.5	On parallel twy to Rwy 29.
Mattoon/Charleston (Coles Co Memorial)	109.4/MTO	G	066	.7	Runup pad Rwy 24. VOR checkpoint unusable.
Moline (Quad City Intl)	114.4/MZV	A/2000	034	9.8	Over intersection of Rwys 05–23, 09–27, 13–31.
Mount Vernon (Mount Vernon)	113.8/VNN	G	223	3.2	At intersection of taxiways B and B2.
Peoria (Greater Peoria Rgnl)	115.2/PIA	A/2000	100	4.9	Over intersection Rwys 13–31 and 4–22.
Quincy (Quincy Rgnl–Baldwin Fld)	113.6/UIN	G	029	6.6	On W side of terminal ramp.
Roberts	116.8/RBS	A/2000	151	7.8	Over grain elevator in Paxton, IL.
Rockford (Chicago/Rockford Intl)	110.8/RFD	G	108	5.1	Over intersection of twys A/B/D.
Samsville (Mount Carmel Muni)	116.6/SAM	A/1500	063	18.4	Over intersection of Rwys 04–22 and 13–31.
Troy (St Louis Rgnl)	116.0/TOY	A/1600	322	11	Over intersection of N/S and NW/SE rwys.
Vandalia (Vandalia Muni)	114.3/VLA	A/1700	177	5.8	Over centerline at N end N/S rwy.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Chicago (Midway)	111.0	G	
Chicago (O'Hare)	112.0	G	

INDIANA

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Boiler (Purdue Univ)	115.1/BVT	A/1800	286	12	Over water twr in town of Fowler.
Hoosier (Monroe County)	110.2/OOM	G	349	.9	On runup pad Rwy 17.
Huntingburg	109.2/HNB	A/2500	010	8	Over water tower S edge Jasper.
Kokomo (Kokomo Muni)	113.5/OKK	G	242	.6	On taxiway A at AER 05.
Marion (Marion Muni)	108.6/MZZ	G	206	.6	Runup Pad Rwy 04
Muncie (Delaware Co–Johnson Fld)	114.4/MIE	A/2500	181	5.8	Over intersection of highway and railroad.
	114.4/MIE	G	328	0.7	On taxiway A–4 on runup area for Rwy 14.
Pocket City (Evansville Rgnl)	113.3/PXV	A/2000	056	13	Over intersection of E/W and NE/SW rwys.
Terre Haute (Sky King)	115.3/TTH	A/2000	300	7	Over intersection of E/W and N/S rwys.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Fort Wayne Intl	111.0	G	
Indianapolis Intl.	109.6	G	

MICHIGAN

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Alpena (Alpena Co Rgnl)	108.8/APN	G	203	1.1	On runup for Rwy 01.
Au Sable (Oscoda–Wurtsmith)	116.1/ASP	G	249	.9	Approach end Rwy 6.
	116.1/ASP	G	063	1.0	Approach end Rwy 24.
Battle Creek (W.K. Kellogg)	109.4/BTL	A/2000	096	11.3	NS and EW highway intersection.
Escanaba	110.8/ESC	A/2500	002	14.5	Over microwave twr 1 NM S of Perkins.
Gaylord (Gaylord Rgnl)	109.2/GLR	G	077	.6	SE corner of ramp.
Grand Rapids (Gerald R Ford Intl)	115.95/GRR	A/2500	231	10	Over intersection of N/S highway & E/W road 1 NM W of Wayland.
Houghton (Houghton Co Meml)	112.8/CMX	A/2300	077	13.5	Over smoke stack.
Kalamazoo (Kalamazoo/Battle Creek Intl)	109.0/AZO	G	167	.7	On twy to Rwy 35.
Lansing (Capital Region Intl)	110.8/LAN	G	058	5.4	On Twy C; 500 E of apch end Rwy 06.
Litchfield	111.2/LFD	A/2000	328	17.5	Over intersection of NS/EW expressway.
Muskegon (Muskegon County)	115.2/MKG	A/2000	272	8.4	Over intersection of NW/SE and NE/SW rwys.
Peck (St Clair County Intl)	114.0/ECK	A/2000	166	22.5	Over apch end Rwy 04.

VOR RECEIVER CHECK

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Pellston (Cheboygan City–County)	111.8/PLN	A/2000	084	6.4	Over center of E/W rwy.
Pellston (Pellston Rgnl Arpt of Emmet Co)	111.8/PLN	G	241	6.4	At intersection of N/S and E/W twys.
Pontiac (Oakland Co Intl)	111.0/PSI	G	113	5.8	On circle on warmup pad apch end Rwy 27L.
	111.0/PSI	G	120	5.0	On circle on warmup pad apch end Rwy 09R.
Saginaw	112.9/MBS	A/1700	058	6.7	Over intersection US 10 and I–75.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Detroit City	111.6	G	
Detroit (Detroit Metropolitan Wayne Co.)	109.8	G	

OHIO

VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Buckeye (Port Bucyrus–Crawford Co)	109.8/BUD	A/2500	027	10.5	Over intersection E/W grass strip and Rwy 04–22.
Dryer (Loraine County Rgnl)	113.6/DJB	G	222	1.3	At intersection of taxiway and ramp.
Jefferson (Ashtabula Co)	115.2/JFN	G	067	2.4	On ramp.
Jefferson (Germack)	115.2/JFN	A/2000	278	9.0	At intersection of E/W interstate highway and N–S highway south of town of Geneva Ohio.
Mansfield (Shelby Community)	108.8/MFD	A/2000	277	4.8	Over hangar NW corner of arpt.
Mansfield (Mansfield Lahm Rgnl)	108.8/MFD	G	134	4.7	At intersection of taxiways A and D.
Springfield (Springfield–Beckley Muni)	113.2/SGH	G	050	1.2	On NE taxiway abeam approach end Rwy 24.
Waterville (Fulton Co.)	113.1/VWV	A/1800	295	24.2	Over hangar on WSW side of arpt.
Zanesville (Zanesville Muni)	111.4/ZZV	A/2000	270	5.5	Over water tank.
	111.4/ZZV	G	028	.5	On taxiway near apch end of Rwy 22.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Akron Canton Rgnl	110.6	G	
Cincinnati Muni Arpt Lunken Field	108.4	G	
Cleveland Hopkins Intl	110.4	G	
Columbus (Port Columbus Intl.)	111.0	G or A/2300–5000	Within 10 NM radius of airport.
Dayton (James M Cox Dayton Intl.)	111.0	G or A/2500–4000	Within a 10 NM radius of arpt.
Sidney (Sidney Muni)	111.0	A/2500–4000	

WISCONSIN

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Eau Claire (Chippewa Valley Rgnl)	112.9/EAU	G	182	2.1	Center of ramp.
Green Bay (Austin Straubel Intl)	115.5/GRB	G	141	4.6	On Twy M1 at Rwy 18R apch end.
Janesville	114.3/JVL	A/1900	287	12.7	Over water tower N of Brodhead.
Janesville (Southern Wisconsin Rgnl)	114.3/JVL	G	035	4.3	On taxiway A1.
Kenosha (Sylvania)	109.2/ENW	A/2100	353	5.9	Over N/S interstate highway bridge over E/W highway N of arpt.
LaCrosse (La Crosse Muni)	108.4/LSE	G	356	1.0	Runup pad AER Rwy 18.
Madison (Dane Co Rgnl/Truax Fld)	108.6/MSN	G	151	0.6	On NE corner air national guard ramp adjacent to taxiway D.
Manitowoc (Manitowoc Co)	111.0/MTW	G	196	0.5	SW corner of terminal ramp.
Oshkosh (Wittman Rgnl)	111.8/OSH	G	282	0.6	On taxiway at Rwy 09 apch end
	111.8/OSH	G	173	0.7	On N/S taxiway abeam control tower.
Rhinelander (Rhinelander–Oneida Co)	109.2/RHI	G	212	0.5	At intersection of E–W taxiway at terminal.
Sheboygan Falls (Sheboygan Co Meml)	110.0/FAH	G	232	.4	On taxiway at Rwy 03 apch end.
Stevens Point (Stevens Point Muni)	110.6/STE	A/2500	257	12.1	Over N/S railroad and E/W road in Rudolph.
	110.6/STE	G	022	0.6	From AER 21.
Wausau (Central Wisconsin)	111.6/AUW	A/2800	222	5.5	Over intersection of N–S and E–W rwys.
West Bend	109.8/BJB	A/2500	220	7.6	Over microwave tower E of Slinger.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Milwaukee (Gen Mitchell Intl)	109.0	G	

The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unles otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locatior listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

(1) Been in operation for at least 1 year.
(2) Operate year round (at least on weekends).
(3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
	ILLINOIS		
(c) Carmi Muni	19.7 NM; 298°Pocket City	9,500 AGL	3 NM radius. SR–SS weekends.
Deer Grove	25 NM; 343°Bradford	12,500	3 NM radius. SR–SS Year round.
Greenville Arpt	18 NM; 210°Vandalia	13,500	3 NM radius. Weekends and holidays, SR–1 hour after SS. **Kansas City Center 127.7**
(c) Hinckley Arpt	22 NM; 308°Joliet	14,500 AGL	2 NM radius. Mon–Fri 0800 to 1 hour after SS, Sat–Sun 0700 to 1 hour after SS.
(c) Minier, Illinois Valley Parachute Club Arpt	25 NM; 122°Peoria	15,000	Daily SR to 1 hour after SS.
(c) Ottawa, Skydive Chicago Arpt	23.1 NM; 250° Joliet	17,500 AGL	2 NM radius. SR to 1 hour past SS.
(c) Rantoul National Aviation Center–Frank Elliott Fld	16.5 NM; 019° Champaign	13,500	2 NM radius. Daily 0600–2200.
Sterling	16 NM; 206° Polo	12,000 AGL	Year round SR–SS. 10 NM radius
Tampico	23 NM; 200°Polo	12,500	1 NM radius. 1000–SS daily.
(c) Taylorville, Taylorville Muni	24 NM; 138° Spinner	15,000	5 NM radius. SR–1 hr past SS.
(c) Vandalia, Vandalia Muni	6.2 NM; 178° Vandalia	15,000	5 NM radius. Fri, Sat, Sun and holidays, SR–½ hour past SS. **Kansas City Center 124.3**
	INDIANA		
(c) Angola, Tri–State Steuben Co Arpt	33 NM; 040°Webster Lake	14,500	5 NM radius, Mon, Wed, Fri, Sat, Sun 0900–SS.
Cloverdale, Swope Airstrip	25 NM; 085° Terre Haute	12,500	5 NM radius. SR–SS daily.
(c) Connersville	14 NM; 257° Richmond	13,500	5 NM radius. Daily SR–SS.
Crawfordsville, Crawfordsville Muni	27.2 NM; 290° Brickyard	15,000	3 NM radius. Fri–Sat–Sun SR–SS.
(c) Flora, Flora Muni	22.4 NM; 272° Kokomo	13,000	5 NM radius. Weekends and holidays, 0900–SS daily. **Grissom APP CON 121.05**
Franklin Flying Fld	17 NM; 220° Shelbyville	13,500	5 NM radius. SR–SS daily.
(c) Goshen Muni	10 NM; 090° Goshen	14,500 AGL	1 NM radius. Weds, Fri–Sat–Sun SR–SS. **South Bend Rgnl Towe 132.05**
(c) Greensburg Muni	25 NM; 145° Shelbyville	12,000 AGL	2 NM radius. 0900–2000 daily.
Hobart Sky Ranch Arpt	15 NM; 077° Chicago Heights	10,000 AGL	2 NM radius. Weds, weekends 0800–SS.
Kingsbury	23 NM; 230°Gipper	1,500	0.3 NM radius. Occasional use.
Mentone	26 NM; 183° Goshen	12,500	3 NM radius. SR–SS daily.
Muncie, Horizon Fld	10 NM; 360°Muncie	13,000	Daily 0600–1900.
(c) Richmond, Richmond Muni	0 NM; Richmond	14,500	3 NM radius. SR–1 hour after SS–daily.
Veedersburg, Songer Arpt	24 NM; 220°Boiler	10,000	5 NM radius. Weekends and holidays, SR–SS.
	MICHIGAN		
(c) Allegan, Padgham Fld	13 NM; 072° Pullman	10,700	2 NM radius. Daily SR–SS.
East Tawas, Iosco Co Arpt	8 NM; 192° Au Sable	15,000	5 NM radius. May–Oct SR–SS daily.
Fowlerville	20 NM; 225° Flint	12,000	5 NM radius. Apr–Oct 0800–SS.
Fremont Muni	16.2 NM; 008° Muskegon	12,000	3 NM radius. Apr–Oct Sat–Sun SR–SS.
Harbor Springs	17 NM; 235° Pellston	12,000	3 NM radius. May–Sep daily SR–SS.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
Marshall, Brooks Fld	14 NM; 107° Battle Creek	15,000	5 NM radius. Apr–Oct daily 0900–SS.
(c) Mount Pleasant Muni Arpt	Ø NM; Mount Pleasant	14,000	2 NM radius. Jan–Dec daily 0900–SS.
(c) Romeo	26 NM; 085° Pontiac	15,000	2 NM radius. Apr–Oct daily SR–SS.
(c) Saginaw, Saginaw Co H.W. Browne Arpt	11 NM; 125° Saginaw	12,000	2 NM radius. Apr–Nov daily SR–SS.
(c) Tecumseh, Meyers–Diver's	22 NM; 272°Carleton	17,000	5 NM radius. Apr–Oct daily SR–SS.
OHIO			
Alliance, Barber Arpt	9 NM; 155° Akron	13,500	5 NM radius. Mon, Wed, Thur, Fri and weekends SR–SS.
Alliance, Miller Arpt	10 NM; 139°Akron	13,500 AGL	5 NM radius. Daily SR–SS.
Bellville	15 NM; 168°Mansfield	8,500	5 NM radius. SR–SS weekend.
(c) Bowling Green, Bordner Arpt	8 NM; 212°Waterville	14,000	Daily. Radius 2 NM.
(c) Celina, Lakefield Arpt	26.5 NM; 298° Rosewood	14,000	1 NM radius. Daily SR–SS.
Centerburg, Chapman Mem	12 NM; 325°Appleton	12,000	SR–SS weekends.
(c) Chesapeake, Lawrence Co Airpark	26 NM; 052° Newcombe	11,000	1 NM radius. 0900–2300 Sat–Sun. 1600–2300 Wed–Fri. **Tri–State/Milton J. Ferguson Field Tower 119.75**
(c) Circleville, Clark Dream Strip	13 NM; 332° Yellow Bud	17,500	2 NM radius. Wed 0600–Sun 2400. **Port Columbus Intl Tower 125.95**
Commercial Point	32 NM; 233°Appleton	10,000	0800–2100 Sat, Sun.
Findlay	9 NM; 355°Findlay	12,500 AGL	Daily.
Fulton County Arpt	24.5; 295° Waterville	10,500	Daily SR–SS.
(c) Garrettsville, Gates Arpt	11 NM; 172°Chardon	13,500 AGL	SR–SS daily.
Grafton, Mole Arpt	10 NM; 139°Dryer	12,500	0700–0930 daily.
Lebanon, Lebanon-Warren Co Arpt	21 NM; 280° Midwest	14,500 AGL	5 NM radius. Daily SR–SS.
Mansfield	4 NM; 132° Mansfield	3,000	3 NM radius. Tue–Fri 0800–2200. Unit training assemblies 1 weekend a month.
Ottawa, Putnam County Arpt	10.9 NM; 298°Findlay	10,500 AGL	SR–2400.
(c) Petersburg	16NM; 294°Ellwood City	12,500 AGL	2 NM radius, Mon–Fri 1700–SS, weekends SR–SS.
(c) Rittman, Hilty Fld	21 NM; 314° Briggs	16,000 AGL	5 NM radius. Daily 1 hour before SR–1 hour after SS.
Salem, Phillis Lakefront Arpt	27 NM; 088°Briggs	10,000	Evening and weekends to SS
Stonelick Parachute Center	27 NM; 068°Cincinnati	10,000	SR–SS daily.
Sycamore	25 NM; 285°Mansfield	12,500 AGL	1 NM radius. Daily SR–SS.
Van Wert County	27.3 NM; 104° Fort Wayne	10,000	Weekdays 1600–SS, Weekends SR–SS
Vickery, Wrights Fld	12 NM; 270°Sandusky	10,000 AGL	SR–SS weekends.
(c) Xenia, Skydive Green County Inc	32 NM; 129°Dayton	12,500 AGL	Daily SR–2400.
WISCONSIN			
(c) Baldwin Arpt	43 NM;098°Gopher	15,000 AGL	Daily SR–1 hour past SS.
(c) Bristol, Winfield Arpt	37.5 NM; 160°Badger	12,500 AGL	SR–½ hour past SS.
(c) Chippewa Falls, Wissota Arpt	9 NM; 070°Eau Claire	15,000	5 NM radius. Daily SR–1 hour past SS.
(c) East Troy Muni Arpt	20 NM; 190°Badger	14,500 AGL	SR–½ hour past SS.
Edgerton, Jana Arpt	20 NM; 142° Madison	11,000	10 NM radius. Wed–Sun & Holidays SR–SS.
(c) Fort Atkinson Muni	25 NM; 247° Badger	14,000	3 NM radius. Daily SR–SS.
Lake Delton	3 NM; 332°Dells	12,500	Daily May 15–Sept 25.
(c) Lancaster Muni Arpt	22.8 NM; 359°Dubuque	13,500 AGL	2 NM radius. Sat–Sun 0900–1 hr past SS. Wed and Fri 1500–1 hr past SS.
(c) Marshall, Mathaire Fld	16 NM; 058°Madison	12,500 AGL	SR–½ hour past SS.
(c) Oshkosh	8 NM; 293°Oshkosh	13,500 AGL	Daily SR–SS.
(c) Pulaski, Carter Arpt	5 NM; 350°Green Bay	12,000 AGL	Daily SR–SS.
(c) Shiocton	17 NM; 250° Green Bay	13,500	5 NM SR–SS daily.
(c) Superior, Richard I Bong	8 NM; 143°Duluth	12,500 AGL	3 NM radius. Daily SR–1 hour past SS.

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown —route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

CHICAGO HELICOPTER ROUTE CHART
5th Edition, 12 May 2005

OBSTRUCTIONS
12 May 2005 – 7 Jul 2005 No Major Changes.
1 Sep 2005 Add obst 896′ MSL (300′ AGL) UC, 41°46′40″N, 87°49′16″W.
27 Oct 2005 – 5 Jul 2007 No Major Changes.
30 Aug 2007 Change group obst from 1780′MSL (1195′AGL) to 1973′MSL (1375′AGL)UC, 41°53′20″N, 87°37′36″W.
25 Oct 2007 Change obst from 1130′MSL (335′AGL) to 1195′MSL (400′AGL), 41°36′01″N, 87°58′44″W.
20 Dec 2007 – 31 Jul 2008 No Major Changes.
25 Sep 2008 Add obst 968′MSL (370′AGL)UC, 41°34′40″N, 87°31′33″W.
20 Nov 2008 – 17 Dec 2009 No Major Changes.
11 Feb 2010 Add obst 2589′MSL (2000′AGL) UC, 41°53′24″N, 87°36′54″W.
8 Apr 2010 – 23 Sep 2010 NO Major Changes.

AIRPORTS
12 May 2005 – 7 Jul 2005 No Major Changes.
1 Sep 2005 Delete MILL ROSE arpt, 42°04′38″N, 88°09′35″W.
27 Oct 2005 Delete DARIEN–WOODRIDGE FIRE DEPT heliport, 41° 45′15″N, 88°00′26″W.
22 Dec 2005 – 5 Jul 2007 No Major Changes.
30 Aug 2007 Change CTAF freq 123.05 to 122.9 at SCHAUMBURG MUNI HELISTOP heliport, 42°02′53″N, 88°03′09″W.
Delete ADDISON FIRE DEPARTMENT STATION 3 heliport, 41°55′48″N, 88°02′28″W.
25 Oct 2007 – 10 Apr 2008 No Major Changes.
5 Jun 2008 Delete LANDIS PLASTICS heli, 41°40′43″N, 87°45′45″W.
Delete CRYSTAL LAKE HOLIDAY INN heli, 42°13′14″N, 88°17′05″W.
Delete CLARK heli, 42°22′06″N, 87°59′30″W.
31 Jul 2008 – 20 Nov 2008 No Major Changes.
15 Jan 2009 Change CHICAGO O′HARE ATCT frequencies from 120.75(S), 126.9(N), 127.925 132.7 390.9 to 120.75 126.9 (CNTR TWR), 132.7 390.9 (CNTR TWR), 135.925 (N TWR), 41°58′51″N, 87°54′23″W.
12 Mar 2009 No Major Changes.
7 May 2009 Delete SEARS MERCHANDISE GROUP heli, 42°04′35″N, 088°13′01″W.
Change CHICAGO O′HARE ATCT freq from 135.925(N TWR) to 128.15(N TWR), 41°58′51″N, 87°54′23″W.
2 Jul 2009 – 11 Feb 2010 No Major Changes.
8 Apr 2010 Delete LEFKOWITZ heli, 42°09′40″N, 87°59′10″W.
Delete SHERMAN heli, 42°03′16″N, 88°16′50″W.
3 Jun 2010 No Major Changes.
29 Jul 2010 Change CHICAGO O′HARE INTL ATCT freq from 390.9 to 348.0, 41°58′54″N, 87°54′24″W.
23 Sep 2010 Delete ROSE NR 2 arpt 42°04′08″N, 88°08′30″W.
Delete ROSE NR 3 arpt 41°48′45″N, 87°39′47″W.
Delete ROSE PACKING CO arpt 41°48′10″N, 87°45′58″W.

NAVAIDs
12 May 2005 – 23 Sep 2010 No Major Changes.

AIRSPACE
12 May 2005 – 25 Sep 2008 No Major Changes.
20 Nov 2008 Change CHICAGO Class B freq from 128.45 to 133.625.
12 Mar 2009 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
12 May 2005 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
12 May 2005 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
12 May 2005 – 17 Dec 2009 No Major Changes.
11 Feb 2010 Change MEF 2^5 to 2^7 in quadrant 41°45′–42°00′N, 87°30′–87°45′W.
8 Apr 2010 – 23 Sep 2010 No Major Changes.

CHICAGO SECTIONAL
80th Edition, 6 May 2010

OBSTRUCTIONS
3 Jun 2010 Add windmill farm. 1242′ is highest MSL UC, 40°51′29″N, 89°06′25″W.
Add obst 1025′MSL (260′AGL)UC, 41°21′32″N, 90°34′50″W.
Add obst 1464′MSL (305′AGL), 43°34′09″N, 90°39′20″W.
Add obst 1116′MSL (260′AGL)UC, 43°53′29″N, 89°19′41″W.
Add obst 1113′MSL (320′AGL)UC, 43°57′07″N, 89°12′45″W.
Add obst 1000′MSL (288′AGL)UC, 41°06′49″N, 91°51′52″W.
Add obst 1135′MSL (255′AGL)UC, 41°58′18″N, 91°22′46″W.
Add obst 1205′MSL (310′AGL)UC, 42°37′49″N, 85°11′57″W.
29 Jul 2010 Add obst 1549′MSL (265′AGL)UC, 43°39′58″N, 91°55′52″W.
Add obst 1045′MSL (258′AGL)UC, 41°59′18″N, 89°27′38″W.
Add obst 1328′MSL (318′AGL), 41°37′36″N, 85°10′36″W.
Add obst 1045′MSL (258′AGL), 41°59′18″N, 89°27′38″W.
Add obst 1375′MSL (398′AGL)UC, 41°51′42″N, 88°55′58″W.
23 Sep 2010 Add obst 1020′MSL (360′AGL), 41°38′33″N, 86°59′53″W.
Add obst 1262′MSL (259′AGL)UC, 42°14′09″N, 91°24′07″W.
Add obst 967′MSL (258′AGL)UC, 40°55′14″N, 89°16′50″W.
Add obst 895′MSL (258′AGL)UC, 40°28′52″N, 90°18′21″W.
Add obst 788′MSL (258′AGL)UC, 40°25′33″N, 89°47′18″W.
Add obst 1632′MSL (350′AGL)UC, 44°03′08″N, 92°54′04″W.
Add obst 1056′MSL (310′AGL), 42°35′02″N, 85°31′36″W.
Add obst 1243′MSL (310′AGL), 42°36′56″N, 85°22′15″W.

AIRPORTS
3 Jun 2010 No Major Changes.
29 Jul 2010 Delete REINKE arpt, 41°53′57″N, 89°10′13″W.
Change CHICAGO O'HARE INTL ATCT freq from 390.9 to 348.0, 41°58′54″N, 87°54′24″W.
23 Sep 2010 Delete GUTWEIN arpt, 40°54′43″N, 86°52′26″W.
Delete HUNTER arpt, 40°58′52″N, 85°55′44″W.
Delete KLOPFENSTEIN arpt, 40°46′02″N, 86°55′15″W.
Delete DEYOUNG arpt, 42°58′04″N, 85°57′42″W.
Delete HARRINGTON arpt, 41°10′59″N, 86°56′01″W.

NAVAIDs
3 Jun 2010 Change WOLF LAKE VOR to WEBSTER LAKE VOR, 41°14′49″N, 85°29′51″W.
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
3 Jun 2010 Revise CEDAR RAPIDS, IA Class E. That airspace within a 5 mile radius of the Eastern Iowa Airport. This Class E airspace area is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.
29 Jul 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

CHICAGO TERMINAL AREA CHART
80th Edition, 6 May 2010

OBSTRUCTIONS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
3 Jun 2010 No Major Changes.
29 Jul 2010 Change CHICAGO O'HARE INTL ATCT freq from 390.9 to 348.0, 41°58′54″N, 87°54′24″W.
23 Sep 2010 No Major Changes.

NAVAIDs
3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

CINCINNATI SECTIONAL
84th Edition, 1 Jul 2010

OBSTRUCTIONS
29 Jul 2010 Add obst 2206′MSL (310′AGL), 37°16′09″N, 82°55′58″W.
Add obst 2556′MSL (304′AGL)UC, 38°57′53″N, 80°01′49″W.
Add obst 1190′MSL (317′AGL)UC, 39°06′36″N, 82°41′29″W.
Change obst from 2110′MSL (260′AGL) to 2210′MSL (260′AGL), 36°23′13″N, 84°20′11″W.
23 Sep 2010 Add obst 1088′MSL (299′AGL), 38°48′58″N, 84°46′53″W.
Add obst 1804′MSL (355′AGL), 37°27′37″N, 79°59′39″W.
Add obst 1393′MSL (285′AGL), 36°35′10″N, 80°08′07″W.
Add obst 927′MSL (257′AGL)UC, 36°24′41″N, 79°02′46″W.
Add obst 636′MSL (310′AGL), 36°24′11″N, 77°55′45″W.
Add obst 2052′MSL (315′AGL), 36°49′13″N, 83°19′44″W.
Add obst 647′MSL (400′AGL), 36°12′41″N, 78°04′09″W.
Add obst 1158′MSL (308′AGL)UC, 38°33′10″N, 82°23′38″W.
Add obst 1342′MSL (355′AGL)UC, 39°20′19″N, 78°45′27″W.
Add obst 1509′MSL (255′AGL)UC, 39°42′41″N, 80°07′17″W.

AIRPORTS
29 Jul 2010 No Major Changes.
23 Sep 2010 Delete abandoned arpt symbol, 39°09′00″N, 80°12′00″W.
Delete abandoned arpt symbol, 37°06′00″N, 81°50′00″W.
Delete Kite arpt, 36°31′00″N, 82°44′00″W.
Change RP 31 to RP * at GRANT CO arpt, 38°59′00″N, 79°08′00″W.
Delete RP 18 at GREATER PORTSMOUTH RGNL arpt, 38°50′25″N, 82°50′50″W.

NAVAIDs
29 Jul 2010 No Major Changes.
23 Sep 2010 Shutdown AZALEA PARK NDB, 38°00′36″N, 78°31′05″W.
Delete COGAN NDB, 39°05′11″N, 78°04′06″W.

AIRSPACE
29 Jul 2010 No Major Changes.
23 Sep 2010 Revise Mount Airy, NC Class E: That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Mount Airy-Surry County Airport and within 3.9 miles each side of the 353° bearing from the airport extending from the 9-mile radius to 15.3 miles north of the Mount Airy-Surry County Airport.

SPECIAL USE AIRSPACE
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

CINCINNATI TERMINAL AREA CHART
23rd Edition, 1 Jul 2010

OBSTRUCTIONS
29 Jul 2010 No Major Changes.
23 Sep 2010 Add obst 1088′MSL (299′AGL), 38°48′58″N, 84°46′53″W.

AIRPORTS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
29 Jul 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

CLEVELAND TERMINAL AREA CHART
74th Edition, 23 Sep 2010

OBSTRUCTIONS
23 Sep 2010 No Major Changes.

AIRPORTS
23 Sep 2010 No Major Changes.

NAVAIDs
23 Sep 2010 No Major Changes.

AIRSPACE
23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
23 Sep 2010 No Major Changes.

MISCELLANEOUS
23 Sep 2010 No Major Changes.

DETROIT HELICOPTER ROUTE CHART
1st Edition, 4 Aug 2005

OBSTRUCTIONS
1 Sep 2005 No Major Changes.
27 Oct 2005 Add group obst 1009′MSL (388′AGL) UC, 42°03′58″N, 83° 23′40″W.
22 Dec 2005 – 12 Mar 2009 No Major Changes.
7 May 2009 Add obst 1293′MSL (330′AGL), 42°09′30″N, 84°01′31″W.
2 Jul 2009 – 8 Apr 2010 No Major Changes.
3 Jun 2010 Add windmill farm. 1020′ is highest MSL, 42°00′42″N, 82°56′42″W. Add obst 1408′MSL (430′AGL) UC, 42°21′20″N, 84°01′28″W.
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
1 Sep 2005 Add SELFRIDGE ANGB ATCT 340.7, 42°36′46″N, 82°49′54″W.
27 Oct 2005 Delete HYNES arpt, 42°36′39″N, 83°43′58″W.
22 Dec 2005 – 8 Jun 2006 No Major Changes.
3 Aug 2006 Delete CTAF freq. 122.9 at SALINE arpt., 42°08′47″N, 83°47′31″W.
28 Sep 2006 – 10 May 2007 No Major Changes.
5 Jul 2007 Delete CARRIAGE LANE arpt, 42°27′52″N, 84°02′05″W.
30 Aug 2007 – 14 Feb 2008 No Major Changes.
10 Apr 2008 Delete FULLER heliport,42°33′34″N, 83°10′40″W.
5 Jun 2008 – 31 Jul 2008 No Major Changes.
25 Sep 2008 Add SELFRIDGE ANGB ATCT freq 225.4, 42°36′30″N, 82°50′07″W.
20 Nov 2008 – 7 May 2009 No Major Changes.
2 Jul 2009 Delete INDEPENDENCE GREEN heliport, 42°28′12″N, 83°25′09″W. Delete COBO HALL heliport, 42°19′33″N, 83°02′52″W.
27 Aug 2009 – 17 Dec 2009 No Major Changes.
11 Feb 2010 Delete TECUMSEH arpt, 42°01′59″N, 83°52′37″W.
8 Apr 2010 – 29 Jul 2010 No Major Changes.
23 Sep 2010 Change DETROIT METRO WAYNE CO ATCT frequencies from 118.4(E), 135.0(W) & 287.1 to 118.4 (rwy 03R/21L), 128.125 (rwy 04L/22R), 135.0 (rwy 04R/22L) & 287.1 (rwys 04R/22L, 04L/22R & 03R/21L), 42°12′45″N, 83°21′12″W.

NAVAIDs
1 Sep 2005 – 13 Apr 2006 No Major Changes.
8 Jun 2006 Delete LAUREL NDB, 42°14′38″N, 83°02′51″W.
3 Aug 2006 – 23 Sep 2010 No Major Changes.

AIRSPACE
1 Sep 2005 – 15 Mar 2007 No Major Changes.
10 May 2007 Change DETROIT Class B freq from 124.9 to 127.5.
5 Jul 2007 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
1 Sep 2005 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
1 Sep 2005 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
1 Sep 2005 – 16 Feb 2006 No Major Changes.
13 Apr 2006 Change MEF 1^1 to 1^2 in quadrant 42°00′ – 42°15′N, 83°15′ – 83°30′ W.
8 Jun 2006 – 23 Sep 2010 No Major Changes.

DETROIT SECTIONAL
81st Edition, 23 Sep 2010

OBSTRUCTIONS
23 Sep 2010 No Major Changes.

AIRPORTS
23 Sep 2010 No Major Changes.

NAVAIDs
23 Sep 2010 No Major Changes.

AIRSPACE
23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
23 Sep 2010 No Major Changes.

MISCELLANEOUS
23 Sep 2010 Change MEF 2^{9} to 3^{0} in quadrant 41°30′00″ - 42°00′00″N, 76°30′00″ - 77°00′00″W.

DETROIT TERMINAL AREA CHART
74th Edition, 23 Sep 2010

OBSTRUCTIONS
23 Sep 2010 No Major Changes.

AIRPORTS
23 Sep 2010 No Major Changes.

NAVAIDs
23 Sep 2010 No Major Changes.

AIRSPACE
23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
23 Sep 2010 No Major Changes.

MISCELLANEOUS
23 Sep 2010 No Major Changes.

GREEN BAY SECTIONAL
80th Edition, 3 Jun 2010

OBSTRUCTIONS
3 Jun 2010 No Major Changes.
29 Jul 2010 Add obst 1531′MSL (310′AGL)UC, 46°31′08″N, 92°54′34″W.
Add obst 1942′MSL (250′AGL)UC, 46°09′40″N, 88°52′40″W.
Add obst 1630′MSL (280′AGL), 46°47′26″N, 92°20′25″W.
Add obst 1590′MSL (320′AGL), 47°04′32″N, 92°45′07″W.
23 Sep 2010 Add obst 1650′MSL (280′AGL)UC, 46°23′09″N, 89°10′52″W.
Add obst 1765′MSL (349′AGL), 47°24′22″N, 91°15′00″W.
Add obst 1223′MSL (305′AGL)UC, 46°31′56″N, 92°23′39″W.
Add obst 1632′MSL (350′AGL)UC, 44°03′08″N, 92°54′04″W.

AIRPORTS
3 Jun 2010 – 29 Jul 2010 No Major Changes.
23 Sep 2010 Delete PIKE arpt, 47°39′07″N, 92°25′00″W.

NAVAIDs
3 Jun 2010 No Major Changes.
29 Jul 2010 Delete CUMBERLAND NDB, 45°30′33″N, 91°58′36″W.
23 Sep 2010 No Major Changes.

AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

KANSAS CITY SECTIONAL
84th Edition, 3 Jun 2010

OBSTRUCTIONS
3 Jun 2010 No Major Changes.
29 Jul 2010 Add obst 1620′MSL (262′AGL)UC, 36°13′15″N, 93°08′16″W.
Add obst 1067′MSL (265′AGL), 39°51′35″N, 93°12′24″W.
Add obst 1119′MSL (310′AGL), 39°59′44″N, 92°10′38″W.
Add obst 1180′MSL (260′AGL), 37°58′22″N, 91°13′24″W.
Add obst 1334′MSL (425′AGL)UC, 38°53′11″N, 95°02′12″W.
23 Sep 2010 Add obst 941′MSL (278′AGL)UC, 39°23′30″N, 89°51′46″W.
Add obst 1244′MSL (404′AGL), 38°09′08″N, 93°39′44″W.
Add obst 1382′MSL (310′AGL)UC, 39°11′25″N, 96°02′41″W.
Add obst 1279′MSL (260′AGL), 37°53′42″N, 92°05′34″W.
Add obst 1050′MSL (215′AGL), 39°48′01″N, 92°23′59″W.

AIRPORTS
3 Jun 2010 No Major Changes.
29 Jul 2010 AIR PARK SOUTH arpt closed, 37°03′34″N, 93°14′03″W.
23 Sep 2010 Delete ARRAS arpt,39°20′17″N, 90°10′41″W.

NAVAIDs
3 Jun 2010 No Major Changes.
29 Jul 2010 Delete KENNETT NDB, 36°13′42″N, 90°02′21″W.
23 Sep 2010 Shutdown PITTSBURG NDB,37°26′33″N, 94°43′36″W.

AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
3 Jun 2010 – 23 Sep 2010 No Major Changes.

LAKE HURON SECTIONAL
80th Edition, 23 Sep 2010

OBSTRUCTIONS
23 Sep 2010 No Major Changes.

AIRPORTS
23 Sep 2010 No Major Changes.

NAVAIDs
23 Sep 2010 No Major Changes.

AIRSPACE
23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
23 Sep 2010 No Major Changes.

MISCELLANEOUS
23 Sep 2010 No Major Changes.

MINNEAPOLIS-ST. PAUL TERMINAL AREA CHART
74th Edition, 1 Jul 2010

OBSTRUCTIONS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
29 Jul 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

PITTSBURGH TERMINAL AREA CHART
74th Edition, 23 Sep 2010

OBSTRUCTIONS
23 Sep 2010 No Major Changes.

AIRPORTS
23 Sep 2010 No Major Changes.

NAVAIDs
23 Sep 2010 No Major Changes.

AIRSPACE
23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
23 Sep 2010 No Major Changes.

MISCELLANEOUS
23 Sep 2010 No Major Changes.

ST. LOUIS SECTIONAL
82nd Edition, 1 Jul 2010

OBSTRUCTIONS
29 Jul 2010 Add obst 1022′MSL (308′AGL)UC, 39°38′13″N, 87°04′56″W.
Add obst 883′MSL (383′AGL)UC, 37°21′47″N, 87°30′56″W.
Add obst 1386′MSL (255′AGL)UC, 37°10′17″N, 84°34′39″W.
Add obst 990′MSL (258′AGL)UC, 39°53′39″N, 88°43′31″W.
Add obst 848′MSL (260′AGL)UC, 38°50′53″N, 90°47′56″W.
23 Sep 2010 Add obst 1088′MSL (299′AGL), 38°48′58″N, 84°46′53″W.
Add obst 941′MSL (278′AGL)UC, 39°23′29″N, 89°51′46″W.
Add obst 876′MSL (258′AGL)UC, 39°32′44″N, 89°09′24″W.
Add obst 1109′MSL (310′AGL)UC, 38°50′24″N, 85°29′50″W.
Add obst 835′MSL (290′AGL)UC, 36°34′39″N, 87°08′32″W.
Add obst 2115′MSL (265′AGL)UC, 36°08′04″N, 85°04′08″W.
Add obst 972′MSL (255′AGL), 37°42′39″N, 86°31′35″W.
Add obst 1049′MSL (255′AGL), 37°06′16″N, 85°26′55″W.

AIRPORTS
29 Jul 2010 Change CTAF 122.9 to 122.8 at CYNTHIANA-HARRISON CO arpt 38°21′58″N, 89°24′20″W.
23 Sep 2010 Delete CAREFERRE ACRES arpt, 39°10′59″N, 87°07′34″W.
Delete ARRAS RLA arpt, 39°20′17″N, 90°10′41″W.
Change CTAF 122.8 to 123.05 at ALEXANDRIA arpt, 40°13′57″N, 85°38′15″W.
Change CTAF 122.8 to 122.9 at CYNTHIANA-HARRISON CO arpt, 38°21′58″N, 84°17′00″W.

NAVAIDs
29 Jul 2010 Delete DYERSBURG NDB, 35°59′42″N, 89°24′20″W.
23 Sep 2010 Delete NORTH VERNON NDB, 39°02′59″N, 85°36′03″W.
Delete GENEVA NDB, 37°48′11″N, 87°46′14″W.

AIRSPACE
29 Jul 2010 Revise MARION, IL Class E: That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 37°53′40″ N., long. 88°48′35″ W.; to lat. 37°56′25″ N., long. 89°02′40″ W.; to lat. 37°58′45″ N., long. 89°20′25″ W.; to lat. 37°47′25″ N., long. 89°26′00″ W.; to lat. 37°42′10″ N., long. 89°24′00″ W.; to lat. 37°40′46″ N., long. 89°20′17″ W.; to lat. 37°34′56″ N., long. 89°20′25″ W.; to lat. 37°34′48″ N., long. 89°10′21″ W.; to lat. 37°37′05″ N., long. 89°10′18″ W.; to lat. 37°32′50″ N., long. 88°59′00″ W.; to lat. 37°42′35″ N., long. 88°52′15″ W.; to the point of beginning. Revise MANILA, AR Class E: That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Manila Municipal Airport.
23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
29 Jul 2010 No Major Changes.
23 Sep 2010 Add SULLIVAN, IN. Restricted Area, R-3405. Beginning at 39°07′41″N, 87°22′02″W; to 39°07′41″N, 87°21′29″W; to 39°07′39″N, 87°21′29″W; to 39°07′39″N, 87°21′26″W; to 39°07′41″N, 87°21′25″W; to 39°07′41″N, 87°21′12″W; to 39°07′00″N, 87°21′08″W; to 39°07′00″N, 87°21′46″W; to 39°06′36″N, 87°21′47″W; to 39°06′36″N, 87°22′03″W; to the point of beginning. Designated altitudes. Surface up to and including 1,600 feet MSL. Times of Designation. By NOTAM 24 hours in advance. Controlling Agency. FAA, Terre Haute ATCT.
Revise CRANE, IN. Restricted Area R-3404. That airspace within a 1 NM radius of 38°49′30″N, 86°50′08″W. Designated altitudes. Surface to and including 4,100 feet MSL. Time of designation. Sunrise to sunset, daily from May 1 through and including November 1. Other times by NOTAM 24 hours in advance. Controlling agency. FAA, Terre Haute ATCT.

MILITARY TRAINING ROUTES
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

ST. LOUIS TERMINAL AREA CHART
74th Edition, 1 Jul 2010

OBSTRUCTIONS
29 Jul 2010 Add obst 848′MSL (260′AGL)UC, 38°50′53″N, 90°47′56″W.
23 Sep 2010 No Major Changes.

AIRPORTS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
29 Jul 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

TWIN CITIES SECTIONAL
80th Edition, 1 Jul 2010

OBSTRUCTIONS
29 Jul 2010 Add obst 1765′MSL (420′AGL), 45°57′52″N, 95°03′42″W.
Add obst 1709′MSL (320′AGL), 46°18′32″N, 95°30′00″W.
Add obst 1682′MSL (320′AGL), 47°26′32″N, 93°50′09″W.
Add obst 1693′MSL (320′AGL), 47°03′17″N, 94°26′03″W.
Add obst 1789′MSL (320′AGL), 46°56′58″N, 94°50′44″W.
Add obst 1590′MSL (320′AGL), 47°04′32″N, 92°45′07″W.
Add obst 1658′MSL (320′AGL), 46°24′12″N, 95°32′24″W.
Add windmill farm. 1910′ is highest MSL, 47°19′09″N, 97°55′56″W.
23 Sep 2010 Add obst 1458′MSL (265′AGL), 45°44′03″N, 93°56′21″W.
Add obst 1547′MSL (325′AGL)UC, 46°04′28″N, 94°28′29″W.
Add obst 1418′MSL (350′AGL)UC, 45°34′32″N, 93°55′25″W.
Add obst 1840′MSL (350′AGL)UC, 46°55′20″N, 93°55′18″W.
Add obst 1389′MSL (350′AGL)UC, 44°49′58″N, 94°16′51″W.
Add obst 1578′MSL (300′AGL)UC, 46°59′58″N, 93°02′38″W.
Add obst 1805′MSL (305′AGL)UC, 46°56′11″N, 95°13′26″W.
Add obst 1668′MSL (250′AGL)UC, 46°15′20″N, 95°04′21″W.
Add obst 1531′MSL (255′AGL)UC, 45°20′30″N, 95°05′09″W.
Add obst 2118′MSL (420′AGL)UC, 47°10′06″N, 95°27′16″W.

AIRPORTS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

NAVAIDs
29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE
29 Jul 2010 No Major Changes.
23 Sep 2010 Add PAYNESVILLE, MN Class E: That airspace extending upward from 700 feet above the surface within a 7.2-mile radius of Paynesville Municipal Airport.

SPECIAL USE AIRSPACE
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
29 Jul 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS
29 Jul 2010 – 23 Sep 2010 No Major Changes.

SUPPLEMENTAL COMMUNICATION REFERENCE

Contained within this tabulation, and listed alphabetically by airport name, are all private–use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

UNITED STATES

FACILITY NAME	CHART & PANEL
Frankfort, IL (LL4Ø) Chicago App/Dep Con 133.1 285.6	L–28H
Glasgow Industrial, MT (Ø7MT) Salt Lake Center App/Dep Con 126.85 305.2	H–1E, 2F, L–13D
USAF Academy Bullseye Aux Airstrip, CO (CO9Ø) ASOS 118.325	L–10F
West Kentucky Airpark, KY (5KY3) Memphis Center App/Dep Con 133.65 292.15	L–16I
William P Gwinn, FL (Ø6FA) Gwinn Tower 120.4 279.25 (Mon–Fri 1300–2100Z‡) Gnd Con 121.65 279.25	H–8I, L–23C

CANADA

FACILITY NAME	CHART & PANEL
Abbotsford, BC (CYXX) ATIS 119.8 (1500–0700Z‡) Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8 Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500–0700Z‡) Gnd Con 121.8 MF 119.4 295.0 (0700–1500Z‡) (Shape irregular to 4500′)	H–1B, L–12F
Amos/Magny, QC (CYEY) Montreal Center App/Dep Con 125.9	H–11B
Atikokan Muni, ON (CYIB) MF 122.3 (5 NM to 4500′ No ground station)	L–14I
Barrie–Orillia (Lake Simcoe Rgnl), ON (CYLS) AWOS 122.55 (Pvt) Toronto Center App/Dep Con 124.025	H–11B, L–31D
Bar River, ON (CPF2) Toronto Center App/Dep Con 132.65	L–31C
Bathurst, NB (CZBF) Moncton Center App/Dep Con 134.25	L–32J
Boundary Bay, BC (CZBB) ATIS 125.5 (1500–0700Z‡) Vancouver App/Dep Con 132.3 363.8 Tower 118.1 (Inner) 127.6 (Outer) (1500–0700Z‡) Gnd Con 124.3 MF 118.1 (0700–1500Z‡ to 2000′. Vancouver Trml 125.2 above 2000′. Shape irregular to 2500′.)	H–1B, L–1E
Brampton, ON (CNC3) Toronto Trml App/Dep Con 119.3 253.1	L–31D
Brandon Muni, MB (CYBR) Winnipeg Center App/Dep Con 132.25 285.4 MF 122.1 (5 NM to 4000′)	H–2H
Brantford, ON (CYFD) Toronto Trml App/Dep Con 128.27	L–31D
Brockville–Thousand Islands Rgnl Tackaberry, ON (CNL3) Montreal Center App/Dep Con 134.675	L–32G
Bromont, QC (CZBM) Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400′)	L–32G
Burlington Airpark, ON (CZBA) Toronto Center App/Dep Con 119.3 253.1	L–31D
Castlegar/West Kootenay Rgnl, BC (CYCG) Vancouver Center App/Dep Con 134.2 227.3 MF 122.1 (5 NM to 6500′)	H–1C
Centralia/James T. Fld Muni, ON (CYCE) Toronto Center App/Dep Con 135.30	H–10G, 11B, L–31D
Charlottetown, PE (CYYG) Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200′)	H–11E, L–32J
Chatham–Kent, ON (CNZ3) Cleveland Center App/Dep Con 132.25	H–10G, L–30G

FACILITY NAME	CHART & PANEL
Collingwood, ON (CNY3) Toronto Center App/Dep Con 124.02	H–11B, L–31D
Cornwall Rgnl, ON (CYCC) Boston Center App/Dep Con 135.25 377.1	L–32G
Cranbrook/Canadian Rockies Intl, BC (CYXC) Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100′)	H–1C
Debert, NS (CCQ3) Halifax Trml App/Dep Con 119.2	H–11E, L–32J
Digby, NS (CYID) Moncton Center App/Dep Con 123.9	L–32J
Downsview, ON (CYZD) Toronto Center App/Dep Con 133.4 MF 126.2 (1300–2300Z‡, 3 NM to 1700′)	H–11B, L–31E
Drummondville, QC (CSC3) Montreal Center App/Dep Con 132.35	L–32H
Earlton (Timiskaming Rgnl), ON (CYXR) MF 122.0 (5 NM to 3800′) AWOS 128.6	H–11B
Elliot Lake Muni, ON (CYEL) Toronto Center App/Dep Con 135.4	L–31C
Fort Frances Muni, ON (CYAG) Minneapolis Center App/Dep Con 120.9	L–14H
Fredericton Intl, NB (CYFC) ATIS 127.55 (1045–0245Z‡, OT AWOS) Moncton Center App/Dep Con 124.3 135.5 270.8 Tower 119.0 (1045–0245Z‡) Gnd Con 121.7 (1045–0245Z‡) MF 119.0 (0245–1045Z‡, 5 NM to 3500′)	H–11E, L–32I
Goderich, ON (CYGD) Toronto Center App/Dep 135.3 266.3	H–11B, L–31D
Greenwood, NS (CYZX) ATIS 128.85 244.3 (1100–0000Z‡) App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3 Gnd Con 133.75 289.4 Clnc Del 128.025 283.9	H–11E, L–32J
Grimsby Air Park, ON (CNZ8) Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475	L–31E
Halifax/Shearwater, NS (CYAW) ATIS 129.175 (Ltd hrs) App/Dep Con 119.2 MF Shearwater Advisory 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1	H–11E, L–32J
Halifax/Stanfield Intl, NS (CYHZ) ATIS 121.0 Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 363.8 Tower 118.4 236.6 Gnd Con 121.9 275.8 Clnc Del 123.95 Apron Advisory 122.125	H–11E, L–32J
Hamilton, ON (CYHM) ATIS 128.1 Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0 Gnd Con 121.6	H–10H, 11B, L–11B
Kingston, ON (CYGK) Montreal Center App/Dep Con 135.05 398.4 (0400–1115Z‡) MF 122.5 (1115–0400Z‡ 5 NM to 3300′)	H–11C, L–31E, 32F
Kitchener/Waterloo, ON (CYKF) ATIS 125.1 (1200–0400Z‡) Toronto Trml App/Dep Con 128.275 Waterloo Tower 126.0 118.55 (1200–0400Z‡) Gnd Con 121.8 MF 126.0 (0400–1200Z‡ 5 NM to 4000′)	H–11B, L–31D
Lachute, QC (CSE4) Montreal Center App Con 124.65 132.85 268.3 Montreal Center Dep Con 132.85 268.3	L–32G
La Tuque, QC (CYLQ) Montreal Center App/Dep Con 134.5	H–11C
Langley, BC (CYNJ) ATIS 124.5 (1630–0230Z, DT 1530–0330Z) Victoria Trml App/Dep Con 132.7 290.8 Tower 119.0 (1630–0230Z, DT 1530–0330Z) Gnd Con 121.9 MF 119.0 (0230–1630Z, DT 0330–1530Z 3 NM to 1900′)	L–1E

FACILITY NAME	CHART & PANEL
Leamington, ON (CLM2) Cleveland Center App/Dep Con 132.45	L–30F
Lethbridge, AB (CYQL) ATIS 124.4 (1300–0545Z‡) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000′)	H–1D
Lindsay, ON (CNF4) Toronto Center App/Dep 134.25	L–31E, L–32F
Liverpool/South Shore Rgnl, NS (CYAU) Moncton Center App/Dep Con 123.9	L–32J
London, ON (CYXU) ATIS 127.8 (1120–0345Z‡) Toronto Center App/Dep 135.3 135.625 Tower 119.4 125.65 (1120–0345Z‡) Gnd Con 121.9 MF 119.4 (0345–1120Z‡ 5 NM to 3000′)	H–10G, 11B, L–30G, 31D
Manitowaning/Manitoulin East Muni, ON (CYEM) Toronto Center App/Dep 135.4 260.9	L–31C
Maniwaki, QC (CYMW) Montreal Center App/Dep Con 126.57	L–32G
Mascouche, QC (CSK3) MF 122.35 (5 NM to 2500′. No gnd station. Excluding the portion S of the N shore of Riviere des Milles–Iles and 1 NM around Lac Agile Mascouche arpt.)	L–32G
Medicine Hat, AB (CYXH) AWOS 124.875 (0345–1245Z‡) MF 122.2 (1245–0345Z‡ 5 NM to 5400′)	H–1D
Midland/Huronia, ON (CYEE) Toronto Center App/Dep 124.025	L–31D
Miramichi, NB (CYCH) Moncton Center App/Dep Con 123.7	H–11E, L–32J
Moncton/Greater Moncton Intl, NB (CYQM) ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075	H–11E, L–32J
Mont–Laurier, QC (CSD4) Montreal Center App/Dep Con 126.57	L–32G
Montreal Intl (Mirabel), QC (CYMX) ATIS 125.7 Montreal Center App Con 124.65 132.85 268.3 Montreal Dep Con 132.85 268.3 MF 119.1 (7 NM shape irregular to 2000′) VFR Advisory 134.15	H–11C, 12K, L–32G
Montreal/Pierre Elliott Trudeau Intl, QC (CYUL) ATIS 133.7 Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3 Tower 119.9 267.1 Gnd Con 121.9 275.8 Clnc Del 125.6 Apron 122.075 Montreal Trml Dep Con 118.9 (SE–S–SW) 124.65 (W–NW–NE) 268.3 VFR Advisory 134.15	H–11C, 12K, L–32G
Montreal/St–Hubert, QC (CYHU) ATIS 124.9 (Apr–Oct 1045–0500Z‡, Nov–Mar 1045–0400Z) AWOS 124.9 Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (Apr–Oct 1045–0500Z‡, Nov–Mar 1045–0400Z) Gnd Con 126.4 MF 118.4 (Apr–Oct 0500–1045Z‡, Nov–Mar 0400–1045Z 5 NM shape irregular to 2500′) VFR Advisory 134.15	H–11C, L–32G
Muskoka, ON (CYQA) AWOS 124.575 Timmins Radio App/Dep Con 122.3 MF 122.3 (5 NM to 3900′)	H–11B, L–31D
Nanaimo, BC (CYCD) Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 291.8 1330–0530Z‡ (5 NM to 2500′)	H–1B, L–1E
North Bay, ON (CYYB) ATIS 124.9 (1130–0330Z‡) Toronto Center App/Dep 121.225 127.25 MF 118.3 (1130–0330Z‡ 7 NM to 5000′)	L–31E
Oshawa, ON (CYOO) ATIS 125.675 (1130–0330Z‡) Toronto Trml App/Dep Con 133.4 Tower 120.1 (1130–0330Z‡) Gnd Con 118.4 MF 120.1 (0330–1130Z‡ 5 NM to 3000′)	H–11B, L31D

FACILITY NAME	CHART & PANEL
Ottawa/Carp, ON (CYRP)	L–31E, 32F
ATIS 121.15	
Ottawa Trml App/Dep Con 128.175	
Ottawa/Gatineau, QC (CYND)	H–11C, L–32G
Ottawa Trml App/Dep Con 127.7 128.175	
MF 122.3 (5 NM shape irregular to 2500′)	
VFR Advisory Ottawa Trml 127.7	
Ottawa/MacDonald–Cartier Intl, ON (CYOW)	L–11C
ATIS 121.15	
Ottawa App Con 135.15 Tower 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3	
Gnd Con 121.9 Clnc Del 119.4	
Ottawa Dep Con 128.175	
Owen Sound/Billy Bishop Rgnl, ON (CYOS)	L–31D
Toronto Center App/Dep 132.575 290.6	
Pelee Island, ON (CYPT)	L–30F
Cleveland Center App/Dep Con 126.35 360.0	
Pembroke, ON (CYTA)	H–11C, L–31E, 32F
Montreal Center App/Dep Con 135.2	
Petawawa Advisory 126.4 250.1 (Mon–Fri 1300–2130Z‡, OT PPR)	
Penticton, BC (CYYF)	H–1B
Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100′)	
Peterborough, ON (CYPQ)	H–11B, L–31E, 32F
AWOS 126.925	
Toronto Center App/Dep 134.25	
Pincher Creek, AB (CZPC)	H–1D
Edmonton Center App/Dep Con 132.75 265.2	
Pitt Meadows, BC (CYPK)	L–1E
ATIS 125.0 (1500–0700Z‡)	
Vancouver Center App Con 128.6 352.7 (Outer)	
Pitt Tower 126.3 (1500–0700Z‡) Gnd Con 123.8	
Vancouver Center Dep Con 132.3 363.8 (South)	
MF 126.3 (0700–1500Z‡) (3NM to 2500′)	
Quebec/Jean Lesage Intl, QC (CYQB)	H–11D, L–32H
ATIS 134.6	
Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8	
Tower 118.65 236.6	
Gnd Con 121.9 250.0	
Riviere Du Loup, QC (CYRI)	H–11D
AWOS 122.025 (Pvt)	
Montreal Center App/Dep Con 125.1 299.6	
Rouyn Noranda, QC (CYUY)	H–11B
Montreal Center App/Dep Con 125.9	
MF 122.2 (5 NM to 4000′)	
Saint John, NB (CYSJ)	H–11E, L–32J
Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400′)	
Sarnia (Chris Hadfield), ON (CYZR)	H–10G, 11B, L–30F
AWOS 119.125	
Toronto Center App/Dep Con 134.375	
Sault Ste Marie, ON (CYAM)	H–2K, L–31B
ATIS 133.05 (1300–0100Z‡)	
Toronto Center App/Dep Con 132.65 344.5	
Tower 118.8 (1300–0100Z‡) Gnd Con 121.7 (1300–0100Z‡)	
MF 118.8 (0100–1300Z‡ 5 NM irregular shape to 3000′)	
Sherbrooke, QC (CYAM)	H–11D, L–32H
AWOS 126.25	
Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800′)	
South Renfrew Muni, ON (CNP3)	L–31E, 32F
Montreal Center App/Dep 124.275	
Southport, MB (CYPG)	H–2H
ATIS 120.85 (Mon–Fri 1400–2300Z‡ except holidays)	
Tower 126.2 384.2 (Mon–Fri 1400–2300Z‡ except holidays)	
Gnd Con 121.7 275.8	

FACILITY NAME	CHART & PANEL
Springwater Barrie Airpark, ON (CNA3) Toronto Center App/Dep Con 124.025	L–31D
St. Catherines/Niagara District, ON (CYSN) ATIS 128.525 (1215–0200Z‡) Toronto Trml App/Dep Con 133.4 253.1 MF 123.25 (1215–0200Z‡ 5 NM to 3300′)	H–10H, 11B, L–31E
St Frederic, QC (CSZ4) Montreal Center App/Dep Con 135.025 270.9	L–32H
St. Georges, QC (CYSG) Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM 3900′ ASL)	H–32H, L–11D
St. Jean, QC (CYJN) Montreal Center App/Dep Con 125.15 268.3 Tower 118.2 (Apr–Oct 1230–0230Z‡ Nov–Mar 1300–0200Z‡) Gnd Con 121.7	L–32G
Sudbury, ON (CYSB) ATIS 127.4 Toronto Center App/Dep Con 135.5 MF 125.5 (7 NM to 4000′)	H–31B, 10G, L–31D
Summerside, PE (CYSU) AWOS 122.55 (Pvt) Moncton Center App/Dep Con 124.4 384.8	H–11E, L–32J
Thunder Bay, ON (CYQT) ATIS 128.8 (1100–0400Z‡) Winnipeg Center App/Dep Con 132.125 Tower 118.1 (1100–0400Z‡) Gnd Con 121.9 (1100–0400Z‡) App/Dep 119.2 MF 118.1 (0400–1100Z‡ 5 NM to 4000′)	H–2J, L–14J
Timmins/Victor M. Power, ON (CYTS) ATIS 124.95 (1000–0500Z‡) Toronto Center App/Dep Con 128.3 MF 122.3 (5 NM to 4000′)	H–11B
Toronto/Buttonville Muni, ON (CYKZ) ATIS 127.1 (1200–0400Z‡) Toronto Trml App/Dep Con 133.4 Tower 124.8 119.9 (1200–0400Z‡) Gnd Con 121.8 (1200–0400Z‡) MF 124.8 (0400–1200Z‡ No gnd station. 5 NM shape irregular to below 2500′)	L–31E
Toronto/Billy Bishop Toronto City Airport, ON (CYTZ) ATIS 133.6 (1130–0400Z‡) App/Dep Con 133.4 Tower 118.2 119.2 (1130–0400Z‡) Gnd Con 121.7	L–31E
Toronto/Lester B Pearson Intl, ON (CYYZ) ATIS 120.825 App Con 124.475 125.4 132.8 Dep Con 127.575 128.8 Tower 118.35 118.7 Gnd Con 119.1 121.65 121.9 Clnc Del 121.3 (1200–0400Z‡)	H–11B, L–31D
Trenton, ON (CYTR) ATIS 135.45 257.7 App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8 Clnc Del 124.35 286.4	H–11C, L–31E, 32F
Trenton/Mountain View, ON (CPZ3) Trenton Mil Advisory 268.0	H–11C, L–31E, 32F
Trois–Rivieres, QC (CYRQ) Montreal Center App/Dep Con 128.225 229.2 MF 123.0 (5 NM to 3200′)	H–11C, L–32H
Val–D'or, QC (CYVO) Montreal Center App/Dep Con 125.9 308.3 MF 118.5 (1030–0325Z‡ 5 NM to 4000′)	H–11B
Vancouver Intl, BC (CYVR) ATIS 124.6 124.75 App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner) Dep Con 126.125 (north) 132.3 (south) 363.8 Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6 Gnd Con 121.7 (south) 127.15 (north) 275.8 Clnc Del 121.4	H–1B, L–1E

FACILITY NAME	CHART & PANEL
Victoria Intl, BC (CYYJ) ATIS 118.8 (1400–0800Z‡) App Con 125.95 Dep Con 133.85 Tower 119.1 (Outer) 119.7 (Inner) 239.6 Gnd Con 121.9 361.4 (1400–0800Z‡ OT ctc Kamloops 119.7) Clnc Del 126.4 (1400–0800Z‡)	H–1B, L–1E
Victoriaville, QC (CSR3) Montreal Center App Con 132.35	L–32H
Waterville/Kings Co Muni, NS (CCW3) Greenwood Trml App/Dep Con 120.6 335.9 Greenwood Tower 119.5 324.3	L–32J
Wiarton, ON (CYVV) Toronto Center App/Dep Con 132.575 MF 122.2 (5 NM to 3700′)	H–11B, L–31D
Windsor, ON (CYQG) ATIS 134.5 (1130–0330Z‡) Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2 Tower 124.7 (1130–0330Z‡) Gnd Con 121.7 (1130–0330Z‡) MF 124.7 (0330–1130Z‡ 6 NM irregular shape to below 3000′) VFR Advisory Detroit App Con 134.3	H–10G, L–8J
Yarmouth, NS (CYQI) Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100′)	H–11E, L–32I

MEXICO

FACILITY NAME	CHART & PANEL
Abraham Gonzalez Intl (MMCS) Juarez App Con 119.9 Juarez Tower 118.9	H–4K, L–6F
Del Norte Intl (MMAN) ATIS 127.55 (1300–0300Z‡) Monterrey App 119.75 120.4 Tower 118.6	H–7B, L–20G
Durango Intl (MMDO) ATIS 132.1 Tower 118.1 Durango Info 122.3	H–7A
General Abelardo L Rodriguez Intl (MMTJ) ATIS 127.9 Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Tijuana Clnc Del 122.35 Tijuana Info 132.1	H–4H, L–4H
General Lucio Blanco Intl (MMRX) Reynosa App Con 118.8 Reynosa Tower 118.8	H–7B, L–20H
General Mariano Escobedo Intl (MMMY) ATIS 127.7 Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Gnd Con 121.9	H–7B, L–20G
General R Fierro Villalobos Intl (MMCU) ATIS 127.9 Chihuahua App Con 121.0 Chihuahua Tower 118.4	L–6I
General Rodolfo Sanchez Taboada Intl (MMML) ATIS 127.6 Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3	H–4H, L–4J, 5A
General Servando Canales Intl (MMMA) Matamoros App Con 118.0 Matamoros Tower 118.0	H–7C, L–21A
Plan De Guadalupe Intl (MMIO) Saltillo App Con 127.4 Saltillo Tower 118.4	H–7B
Quetzalcoatl Intl/Nuevo Laredo Intl (MMNL) Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3	H–7B, L–20G
Torreon Intl (MMTC) App Con 119.6 Tower 118.5	H–7A

In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams hav been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city an airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in groun taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedure Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current tha the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

GENERAL INFORMATION

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., A1, V, ✪
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name

A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., L★

To activate lights use frequency indicated in the communication section of the chart with a L or the appropriate lighting system identification e.g., UNICOM 122.8 L, A1, V

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

CHART CURRENCY INFORMATION

FAA procedure amendment number — Amdt 11A 99365 / Orig 00365 — Date of latest change

The Chart Date indentifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

MISCELLANEOUS

★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.

\# Indicates control tower temporarily closed UFN.

10210

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas, Water Runways | Displaced Threshold

Closed Runway | Closed Taxiway | Under Construction | Metal Surface

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM

REFERENCE FEATURES

Buildings.....■
Tanks.....●
Obstructions.....Λ
Airport Beacon #.....☆
Runway
Radar Reflectors.....▼▲
Control Tower #.....■
Hot Spot .....○

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point.....

Runway Threshold elevation.....THRE 123
Runway TDZ elevation.....TDZE 123

Runway Slope.....0.8% UP ⟶ (shown when runway slope is greater than or equal to 0.3%)
⟵ 0.3% DOWN

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

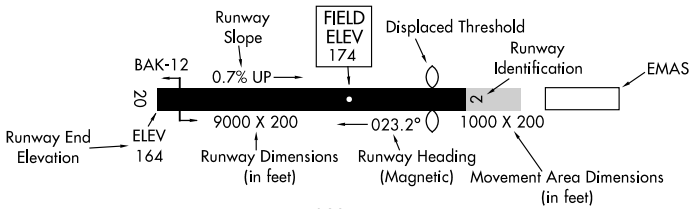
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.
Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

HOT SPOTS

An ''Airport surface hot spot'' is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A ''hot spot'' is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as ''HS 1'', ''HS 2'', etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
ILLINOIS		
ALTON/ST. LOUIS		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering the Twy C.
	HS 2	Twy A and Rwy 17–35, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering the Twy A.
CHAMPAIGN–URBANA		
UNIVERSITY OF ILLINOIS–WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex intersection of Twy A, Twy A1, Twy B, Twy C, and Twy D.
	HS 3	Rwy 36 hold short lines on Twy B, and Twy B2 proximity to Twy B/Twy B2 intersection.
CHICAGO		
CHICAGO–O'HARE INTL (ORD)	HS 1	Taxiing tfc on Twy R cannot stop on Twy R between Rwy 09R–27L and Rwy 04L–22R.
	HS 2	Rwy 27L arrivals prohibited from turning onto Rwy 04L–22R without ATC clearance.
	HS 3	Acft northeast bound on Twy B turning right onto Twy H use caution – close proximity to Rwy 09R–27L.
	HS 4	Ldg Rwy 22R tfc must receive clearance to cross Rwy 09R–27L on Twy A1.
	HS 5	Rwy 14L arrivals exiting Twy U5 use caution – close proximity to Rwy 09R–27L.
	HS 6	Acft northwest bound on Twy U turning left onto Twy H use caution – close proximity to Rwy 09R–27L.
	HS 7	Acft turning left onto Twy K from Twy T10 use caution to avoid inadvertent turn onto Twy M.
	HS 8	Twy S5 – north bound tfc only exiting Rwy 04R.
	HS 9	Tfc inbound to the terminals from Twy G and Twy E can expect a right turn on Twy Z to avoid active rwys.
	HS 10	Ldg Rwy 27R first avbl turn off is Twy C1 6500′ for Rwy 27R thld.
	HS 11	Rwy 14R shortened, LDA 8650′. Use caution. Rwy 14R now ends north of active Rwy 10–28. Rwy 10–28 arrivals use caution, make no turns at this intersection, unusable pavement.
CHICAGO		
MIDWAY INTL (MDW)	HS 1	Taxiing to Rwy 04L from Twy W. Note: dsplcd thld and unique turn onto Rwy 04L.
	HS 2	Intersection of Rwy 04L and Twy F. Rwy 04L may be active whenever Rwy 31C is also active.
	HS 3	Hold short line for Rwy 31L immediately after Twy F and Twy K intersection, on Twy K.
	HS 4	Rwy 31R hold short line set back 200 feet on Twy Y terminal side.
	HS 5	Intersection of Rwy 04R and Twy F. Rwy 04R may be active whenever Rwy 31C is also active.

CHICAGO/PROSPECT HEIGHTS/WHEELING		
CHICAGO EXECUTIVE (PWK)	HS 1	Twy E, Twy K, and Twy C complex intersection in close proximity of rwys.
	HS 2	Twy intersection in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
MOLINE		
QUAD CITY INTL (MLI)	HS 1	Twy tfc to hold short of Rwy 23/Rwy 23 apch.
	HS 2	Intersection of all rwys, wrong rwy departure risk.
	HS 3	NSTD Rwy 13–31 hold position, distance to edge of rwy 698′.
	HS 4	Rwy 13–31 hold position at Twy H. Twy tfc to hold short of rwy.
	HS 5	Rwy 05–23 hold position at Twy L. Twy tfc to hold short of rwy.
SPRINGFIELD		
ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy intersection. ATC approval required to exit onto another rwy.

INDIANA

EVANSVILLE		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid–field. Do not taxi to the ''numbers'' without ATC clearance. Rwy 09–27 is a short distance from the General Aviation Ramp–use appropriate vigilance.
	HS 2	Pilots cleared to taxi to Rwy 27 sometimes enter Rwy 27 without a clearance.
	HS 3	Rwy 18–36 in close proximity to General Aviation Ramp–use appropriate vigilance.
	HS 4	Rwy 18–36 in close proximity to General Aviation Ramp–use appropriate vigilance.

MICHIGAN

DETROIT		
DETROIT METROPOLITAN WAYNE CO (DTW)	HS 1	Intersection of Rwy 09L–27R and Rwy 04R–22L. When taxiing on Rwy 09L–27R, be prepared to hold at the holding position markings on the rwy.
	HS 2	Intersection of Rwy 09L–27R and Rwy 03L–21R. When taxiing on Rwy 09L–27R, be prepared to hold at the holding position markings on the rwy.
	HS 3	Twy F and Rwy 03L–21R – pilots taxiing on Twy F sometimes enter Rwy 03L–21R without a clearance.
DETROIT		
WILLOW RUN (YIP)	HS 1	Complex rwys/twy intersection.
	HS 2	Twy E1 to Rwy 27 or Rwy 23L wrong rwy departure risk.
JACKSON		
JACKSON CO–REYNOLDS FLD (JXN)	HS 1	Caution confusing signage.
	HS 2	No signage.
KALAMAZOO		
KALAMAZOO/BATTLE CREEK INTL (AZO)	HS 1	Complex intersection of Rwy 05, Twy A and Twy D.
	HS 2	Wrong rwy departure risk. Twy C hold short lines serve both Rwy 05 and Rwy 09.
	HS 3	Wrong rwy departure risk. Acft departing Rwy 05 can expect to hold short of Rwy 09 on Twy F.

OHIO

AKRON		
AKRON–CANTON RGNL (CAK)	HS 1	ILS hold short line close proximity to transient parking ramp.
	HS 2	Twy C rwy holding position marking east of Rwy 01–19 used to hold acft for both Rwy 01–19 and Rwy 05–23.
	HS 3	Hold short lines on Twy K between Rwy 01–19 and Rwy 05–23 are nearly co-located.
CINCINNATI		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Tfc on Twy C must receive ATC clearance to cross Rwy 03L apch area.
	HS 2	Twy A crosses Rwy 21R. Be prepared to hold short.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Pedestrians and vehicles prohibited from departing terminal ramp area without ATC authorization.
CLEVELAND		
CLEVELAND–HOPKINS INTL (CLE)	HS 1	Complex intersection of Rwy 06R–24L and Twy S, Twy L.
	HS 2	Complex intersection of Rwy 06R–24L and Twy R, Twy L.
COLUMBUS		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, acft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone. Pilots confuse the apch hold markings with the Rwy 27L rwy holding position markings.
COLUMBUS		
PORT COLUMBUS INTL (CMH)	HS 1	Acft taxiing to the full length of Rwy 28L along Twy C expect to turn left on Twy F and join Twy D.
	HS 2	Acft exiting Rwy 10R at Twy G, complex intersection, acute angle to Terminal.
	HS 3	Area not visible from the twr.
YOUNGSTOWN–WARREN		
YOUNGSTOWN–WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line and signage on Twy H may be difficult to see when taxiing to Rwy 23 on Twy J.
	HS 2	Complex Twy K/Twy F intersection. Twy K crosses Twy F to the terminal.

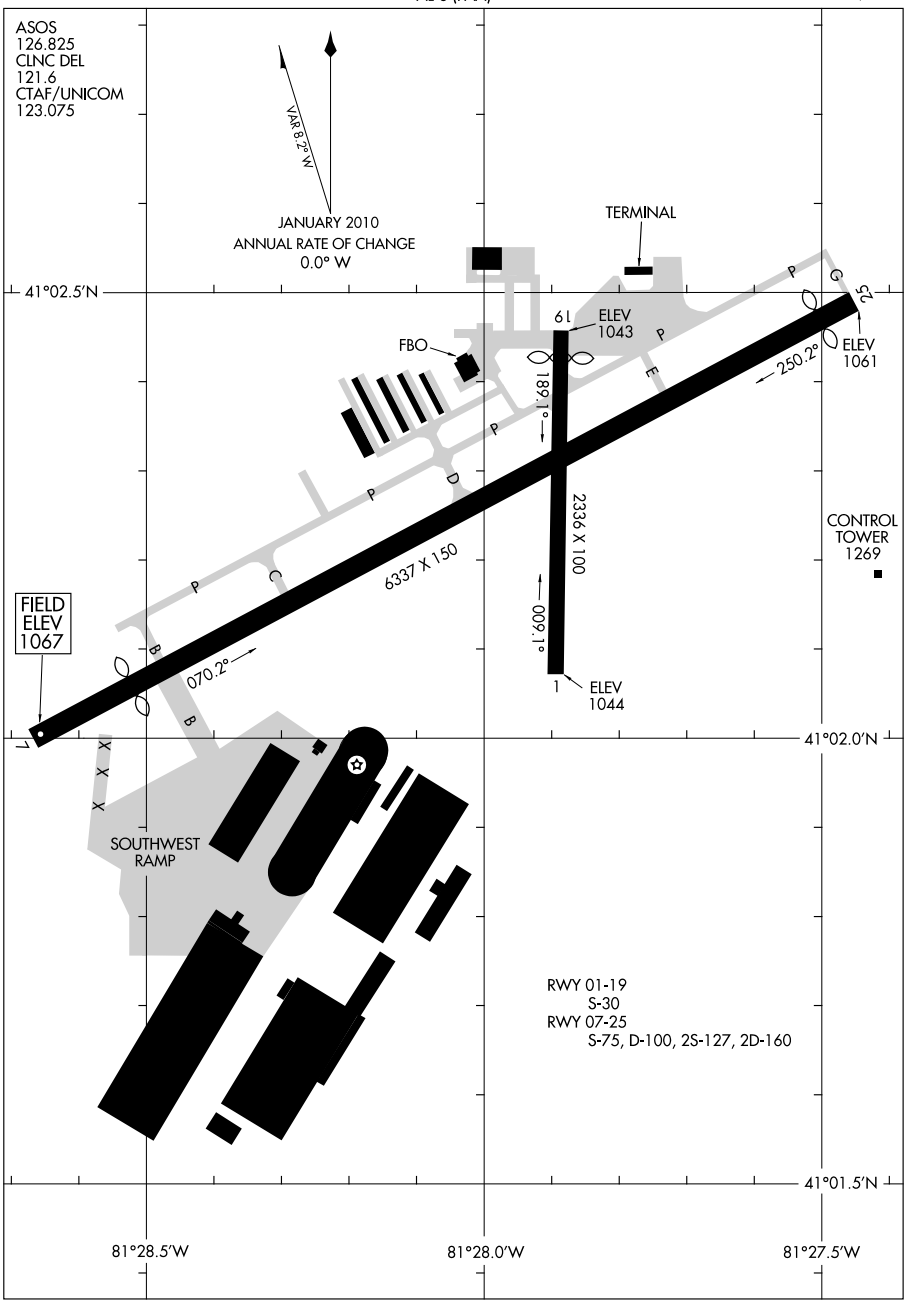
WISCONSIN

JANESVILLE		
SOUTHERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 26 approach ends are closely aligned and may be confused when lining up for departure.
LA CROSSE		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.
MILWAUKEE		
GENERAL MITCHELL INTL (MKE)	HS 1	Pilots taxiing northbound on Twy E for an intersection departure on Rwy 19R at Twy V can end up entering Rwy 07L–25R if they miss the right turn for Twy V. To avoid a rwy incursion, pilots on Twy E should use extreme caution approaching Rwy 07L–25R.
	HS 2	Use caution in the area of Twy M and Rwy 01L–19R. Pavement widens out as the twy approaches the rwy and may cause confusion.

10210

AIRPORT DIAGRAM

AKRON FULTON INTL (AKR)
AKRON,OHIO



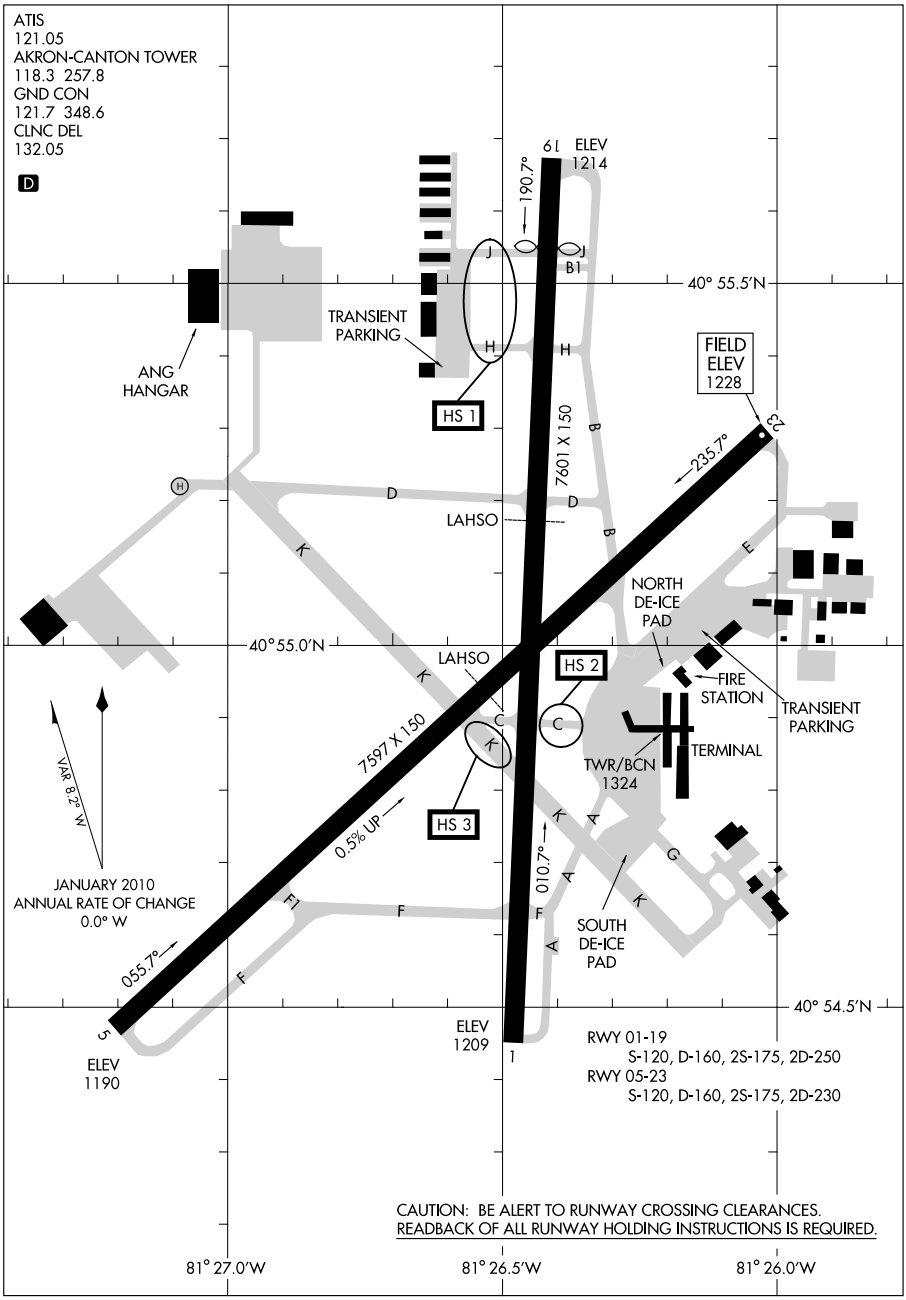
AIRPORT DIAGRAM
10210
AKRON,OHIO
AKRON FULTON INTL (AKR)

10266

AIRPORT DIAGRAM

AL-638 (FAA)

AKRON-CANTON RGNL (CAK)
AKRON, OHIO



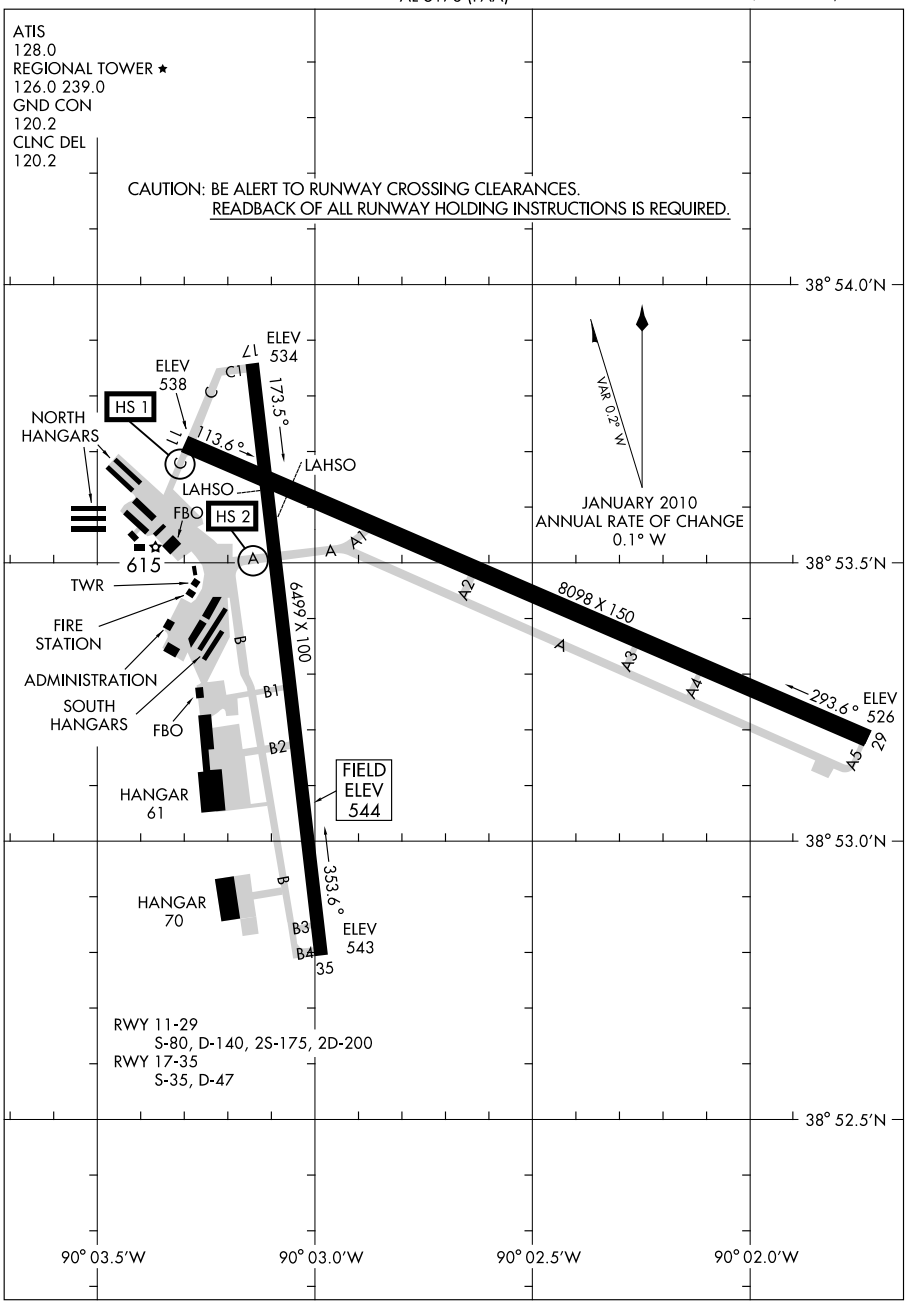
AIRPORT DIAGRAM
10266
AKRON, OHIO
AKRON-CANTON RGNL (CAK)

10266

AIRPORT DIAGRAM

AL-5178 (FAA)

ALTON/ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS



AIRPORT DIAGRAM

10266

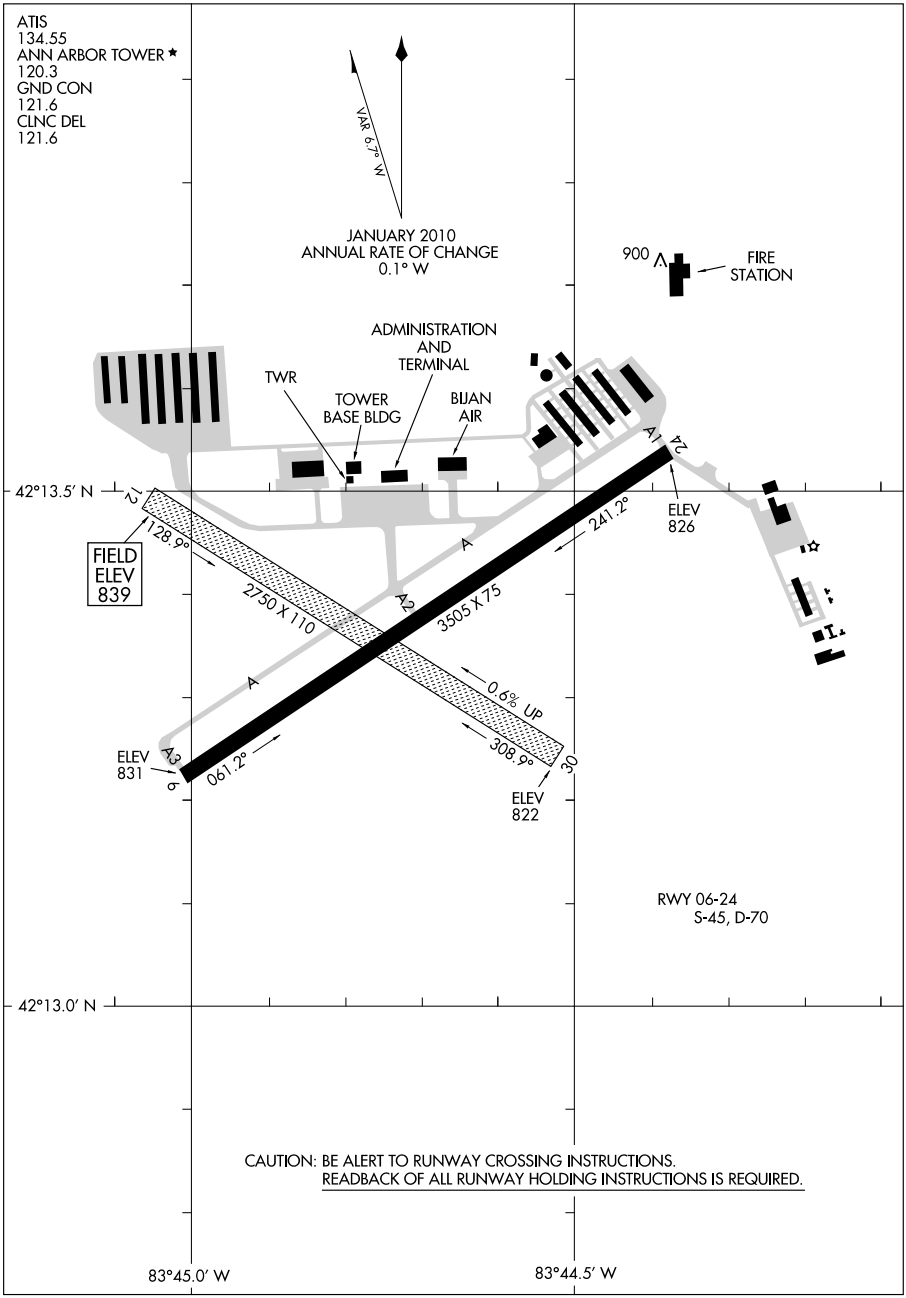
ALTON/ST. LOUIS, ILLINOIS
ALTON/ST. LOUIS RGNL (ALN)

10210

AIRPORT DIAGRAM

ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN

AL-5506 (FAA)



AIRPORT DIAGRAM

10210

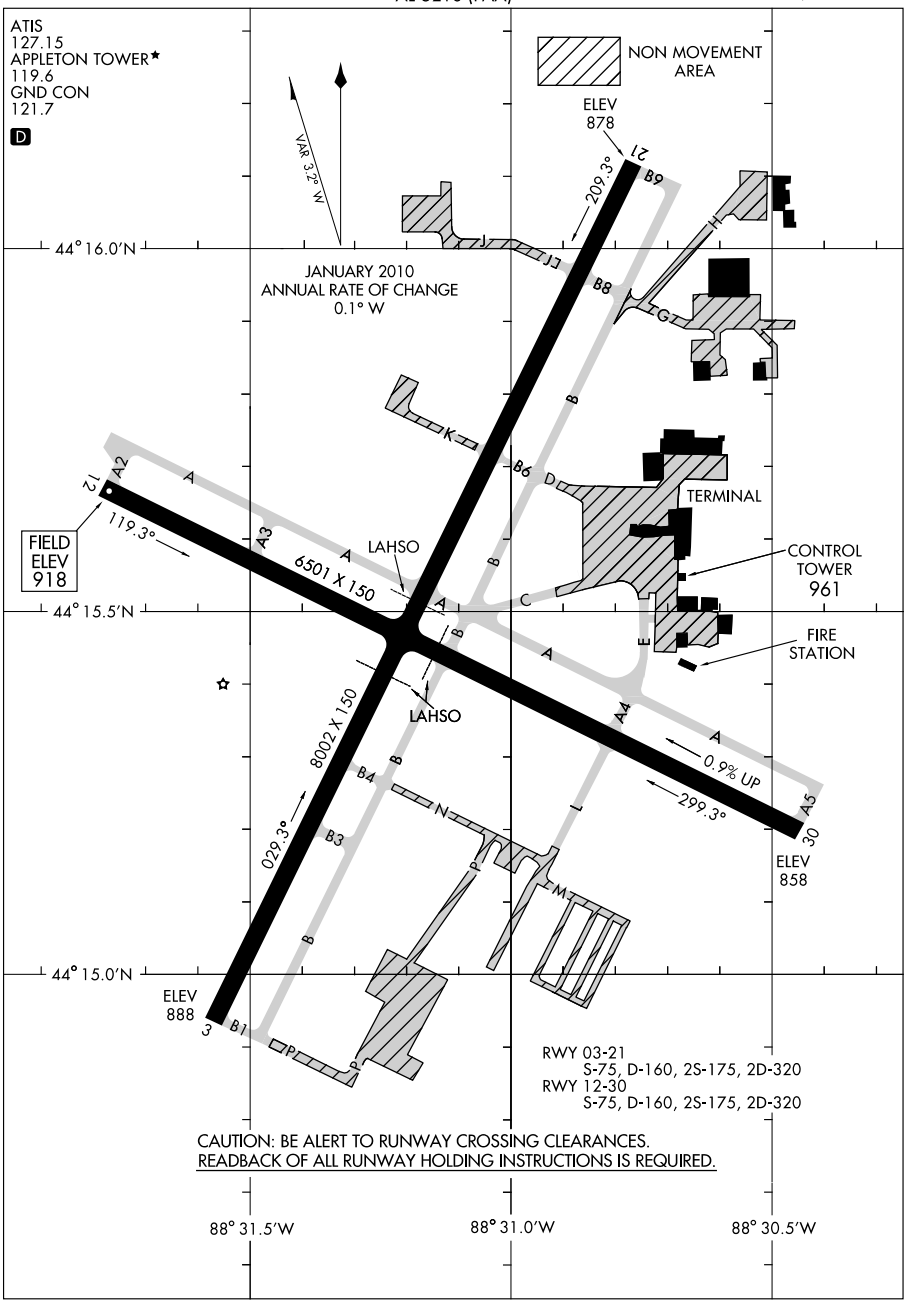
ANN ARBOR, MICHIGAN
ANN ARBOR MUNI (ARB)

10210

AIRPORT DIAGRAM

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)
APPLETON, WISCONSIN

AL-5216 (FAA)



AIRPORT DIAGRAM

APPLETON, WISCONSIN
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

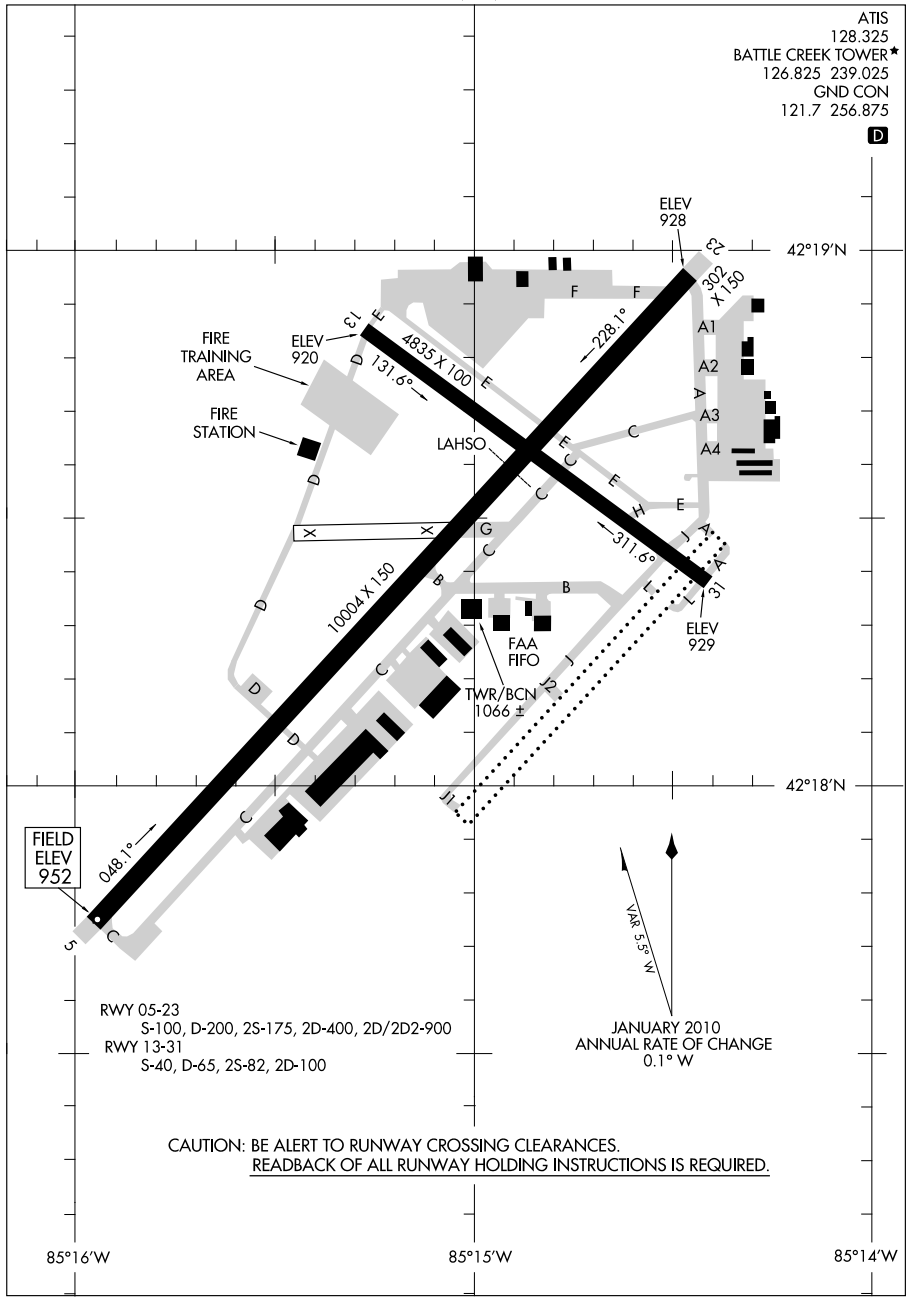
10210

10266

AIRPORT DIAGRAM

BATTLE CREEK/ W.K. KELLOGG (BTL)
BATTLE CREEK, MICHIGAN

AL-41 (FAA)



AIRPORT DIAGRAM

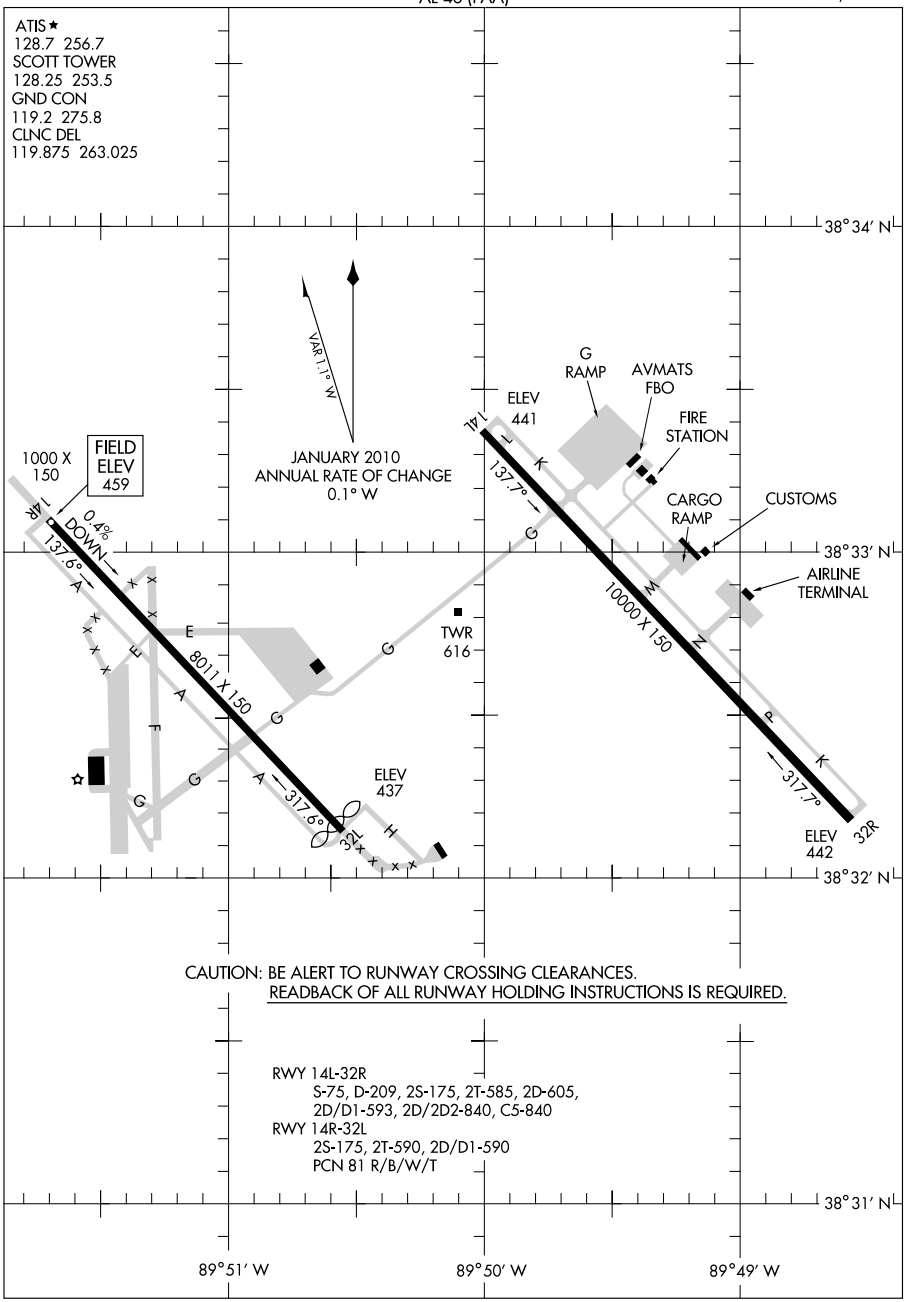
10266

BATTLE CREEK, MICHIGAN
BATTLE CREEK/ W.K. KELLOGG (BTL)

10210

AIRPORT DIAGRAM

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)
BELLEVILLE, ILLINOIS
AL-46 (FAA)



AIRPORT DIAGRAM

BELLEVILLE, ILLINOIS
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

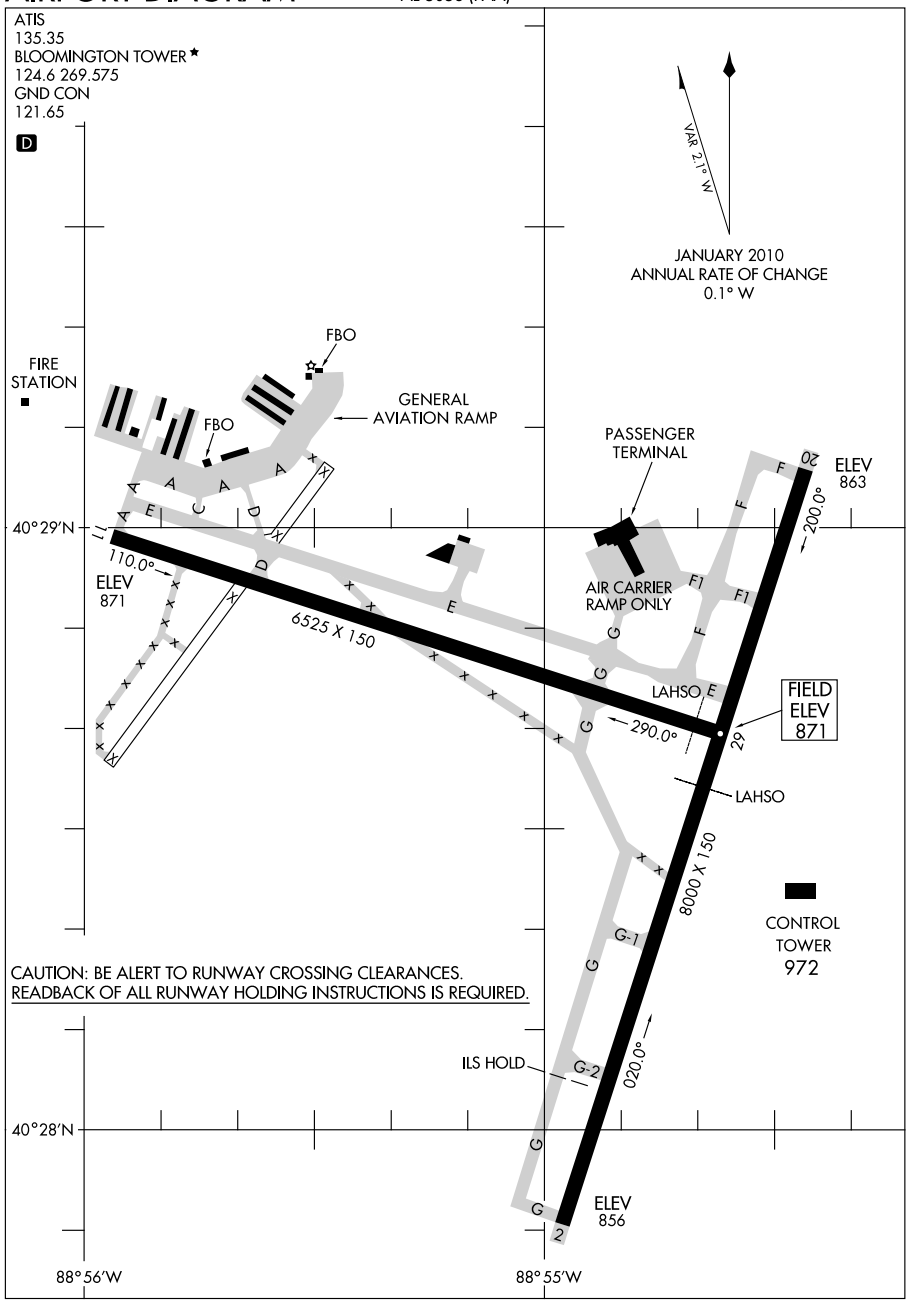
10210

10210 BLOOMINGTON/CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL(BMI)

AIRPORT DIAGRAM

AL-5058 (FAA)

BLOOMINGTON, ILLINOIS



AIRPORT DIAGRAM

BLOOMINGTON, ILLINOIS

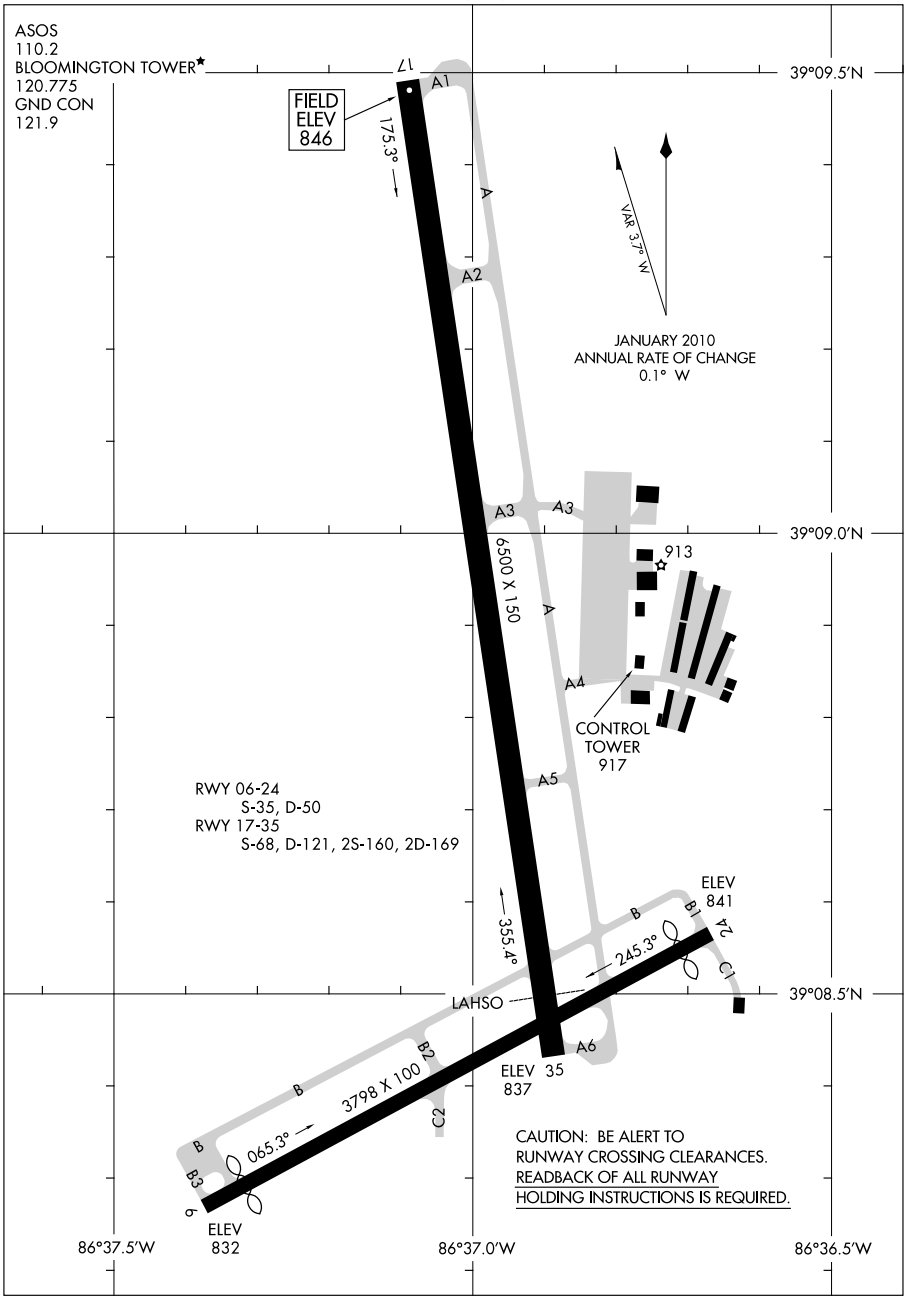
10210 BLOOMINGTON/CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL(BMI)

10210

AIRPORT DIAGRAM

BLOOMINGTON / MONROE COUNTY (BMG)
BLOOMINGTON, INDIANA

AL-5168 (FAA)



AIRPORT DIAGRAM

BLOOMINGTON, INDIANA
BLOOMINGTON / MONROE COUNTY (BMG)

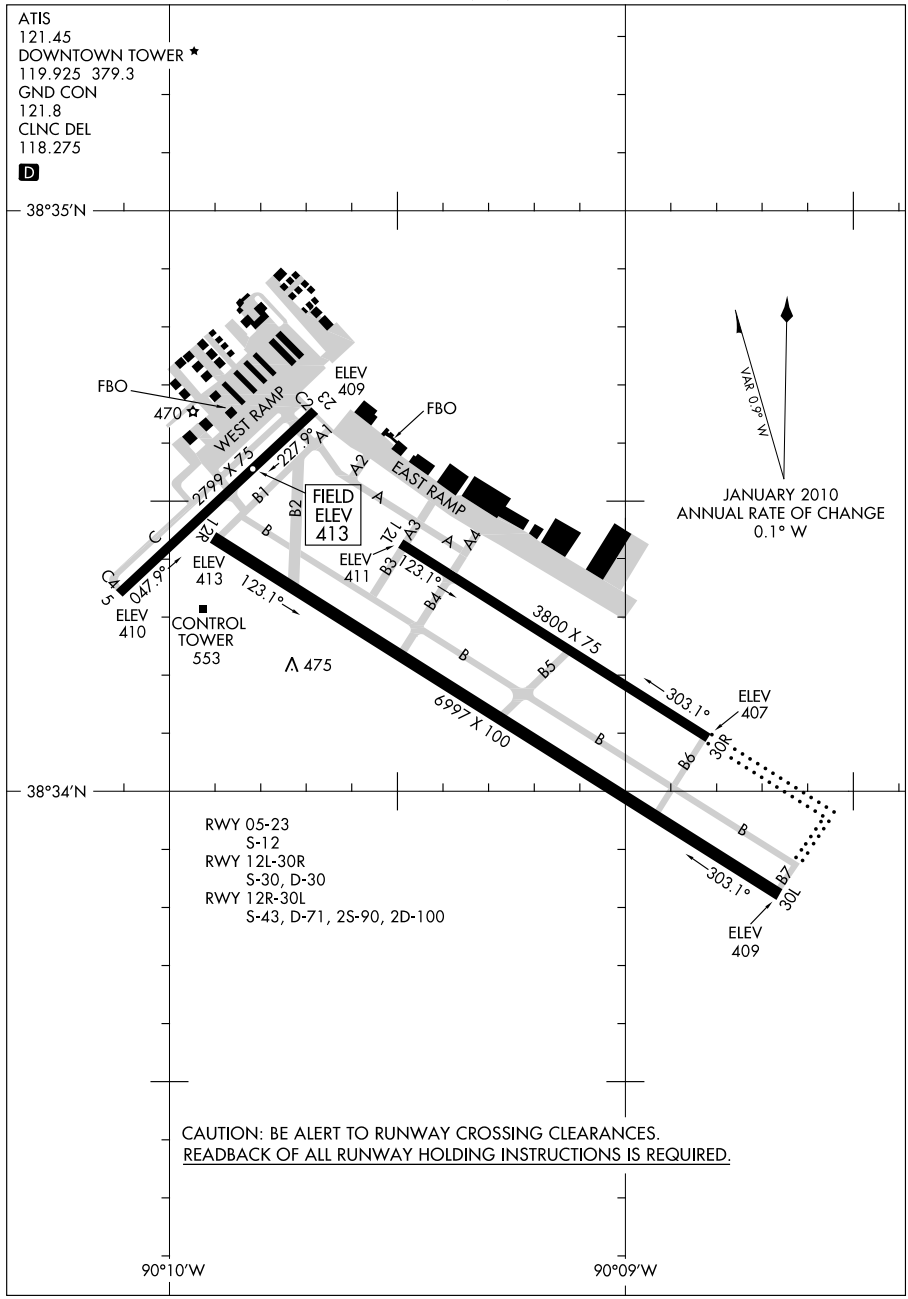
10210

10210

AIRPORT DIAGRAM

AL-5316 (FAA)

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS



AIRPORT DIAGRAM

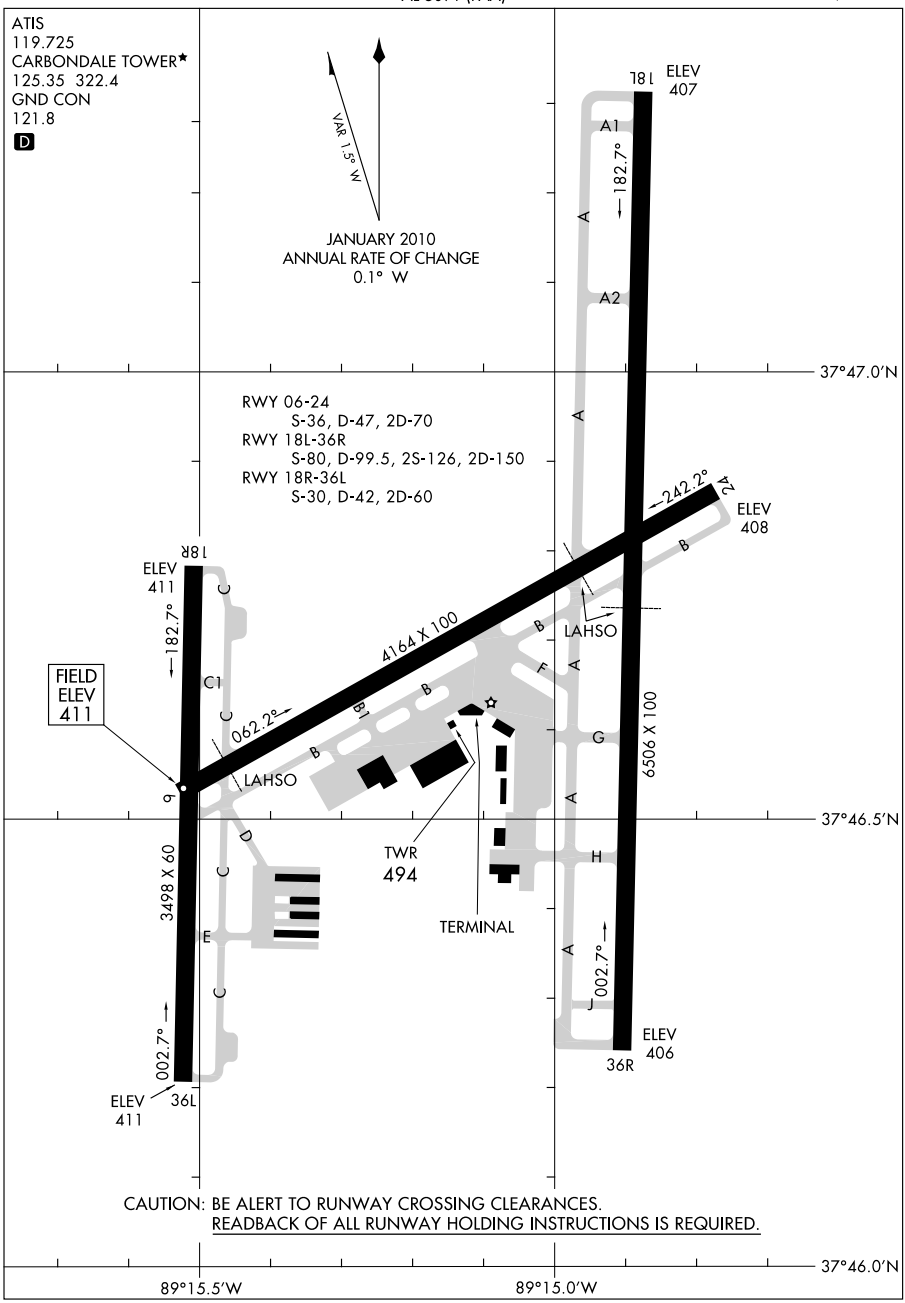
10210

CAHOKIA/ST. LOUIS, ILLINOIS
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

10266

AIRPORT DIAGRAM

CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)
AL-5091 (FAA)
CARBONDALE-MURPHYSBORO, ILLINOIS



AIRPORT DIAGRAM

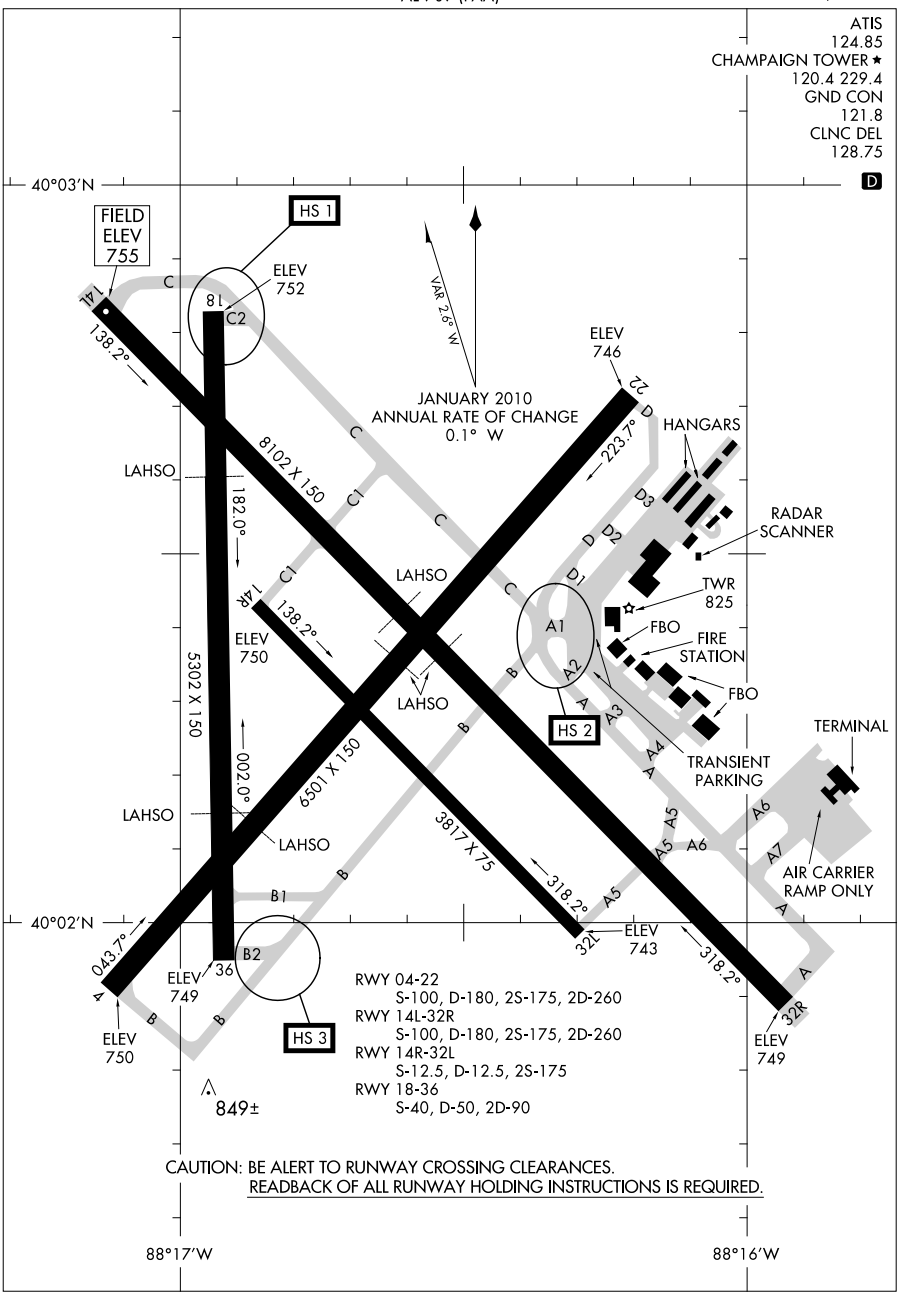
10266

CARBONDALE-MURPHYSBORO, ILLINOIS
CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

10266

AIRPORT DIAGRAM

CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)
AL-709 (FAA)
CHAMPAIGN-URBANA, ILLINOIS



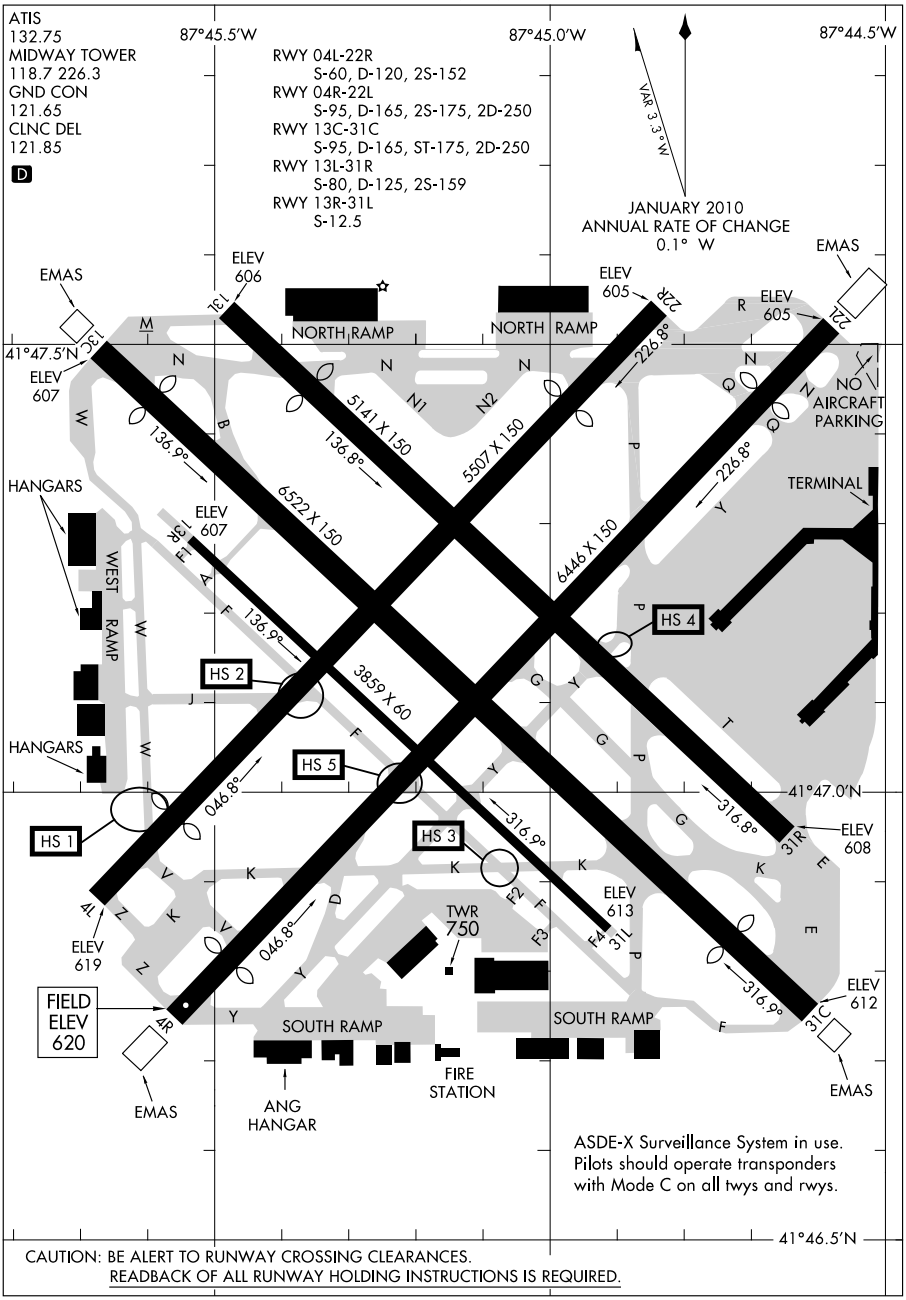
AIRPORT DIAGRAM
10266
CHAMPAIGN-URBANA, ILLINOIS
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

10266

AIRPORT DIAGRAM

AL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

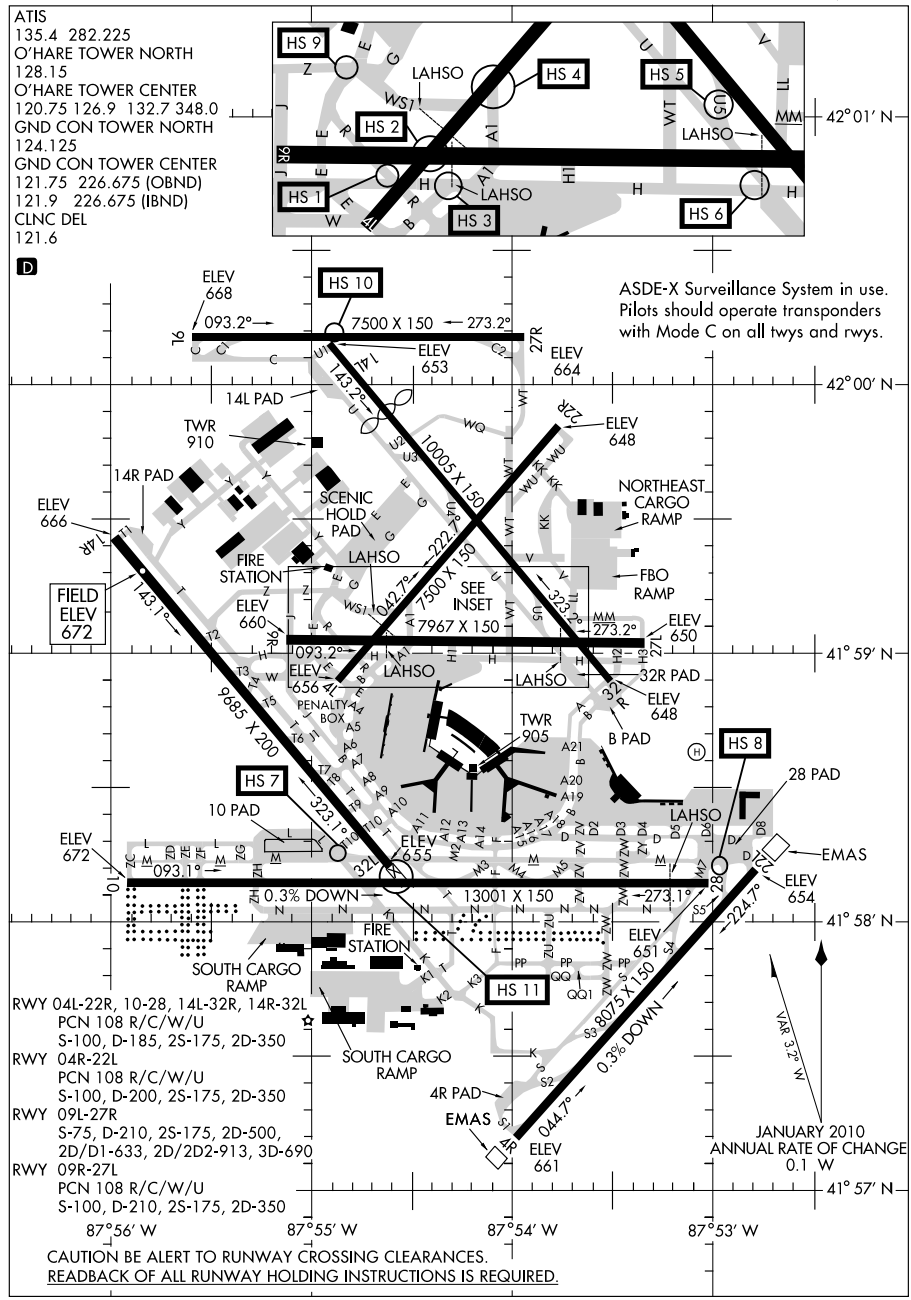
AIRPORT DIAGRAM
10266
CHICAGO, ILLINOIS
CHICAGO MIDWAY INTL (MDW)

10266

AIRPORT DIAGRAM

AL-166 (FAA)

CHICAGO-O'HARE INTL (ORD)
CHICAGO, ILLINOIS



RWY 04L-22R, 10-28, 14L-32R, 14R-32L
PCN 108 R/C/W/U
S-100, D-185, 2S-175, 2D-350
RWY 04R-22L
PCN 108 R/C/W/U
S-100, D-200, 2S-175, 2D-350
RWY 09L-27R
S-75, D-210, 2S-175, 2D-500,
2D/D1-633, 2D/2D2-913, 3D-690
RWY 09R-27L
PCN 108 R/C/W/U
S-100, D-210, 2S-175, 2D-350

CAUTION BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

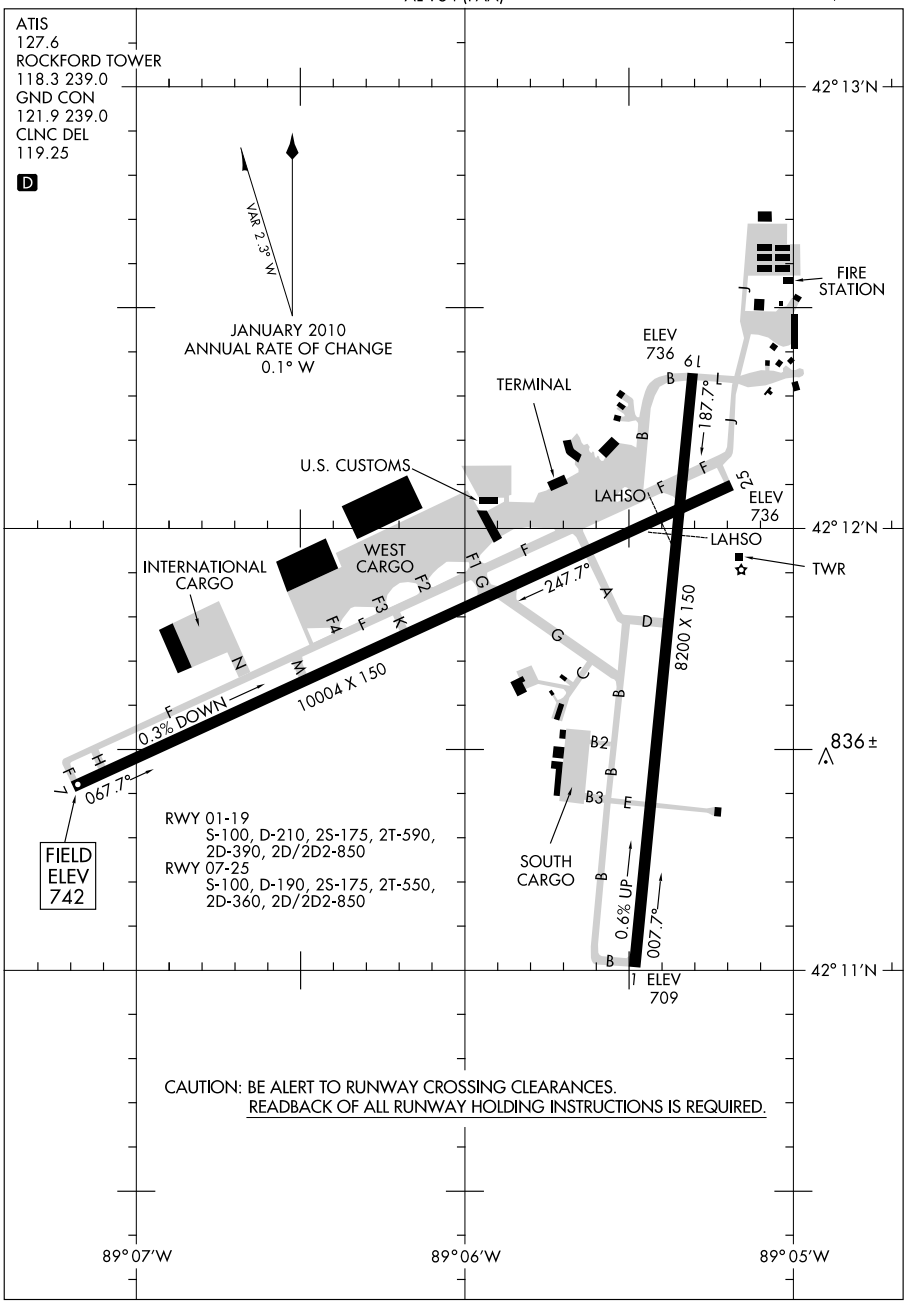
AIRPORT DIAGRAM
10266
CHICAGO, ILLINOIS
CHICAGO-O'HARE INTL (ORD)

10210

AIRPORT DIAGRAM

AL-954 (FAA)

CHICAGO/ROCKFORD INTL (RFD)
CHICAGO/ROCKFORD, ILLINOIS



AIRPORT DIAGRAM

10210

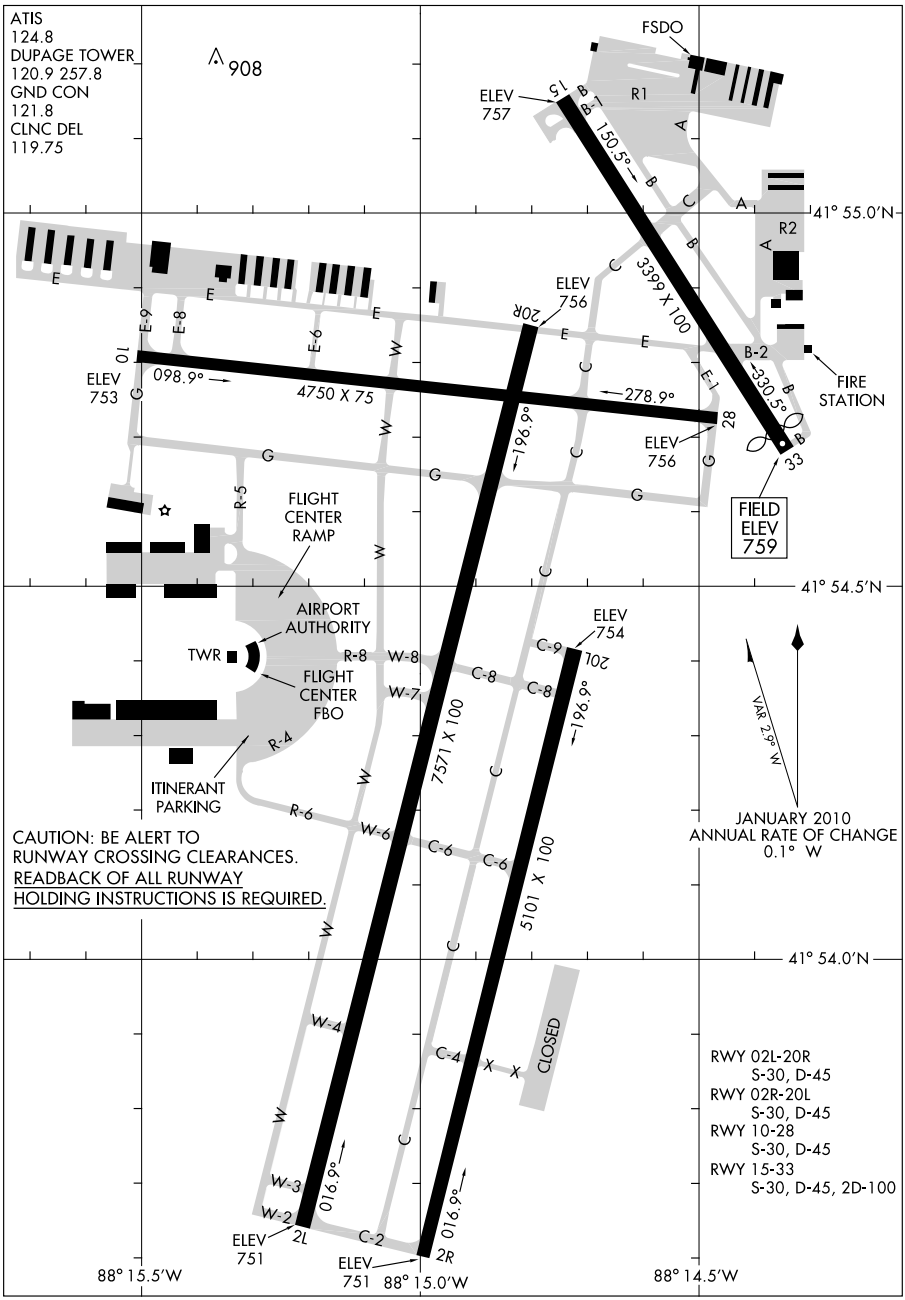
CHICAGO/ROCKFORD, ILLINOIS
CHICAGO/ROCKFORD INTL (RFD)

10210

AIRPORT DIAGRAM

AL-5104 (FAA)

CHICAGO/ DUPAGE (DPA)
CHICAGO (WEST CHICAGO), ILLINOIS



AIRPORT DIAGRAM

10210

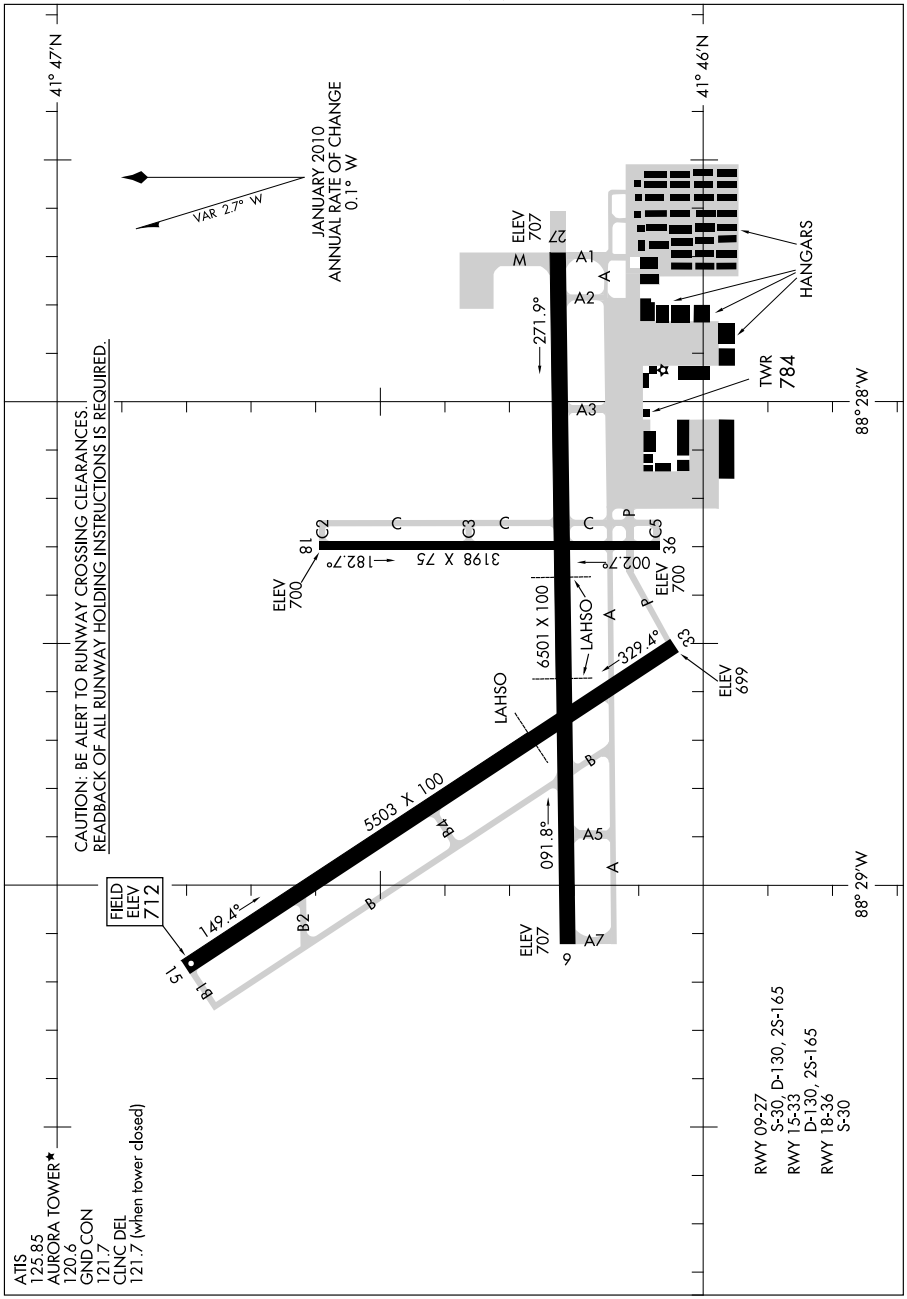
CHICAGO (WEST CHICAGO), ILLINOIS
CHICAGO/ DUPAGE (DPA)

10210

AIRPORT DIAGRAM

AL-5103 (FAA)

CHICAGO/AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS



AIRPORT DIAGRAM

10210

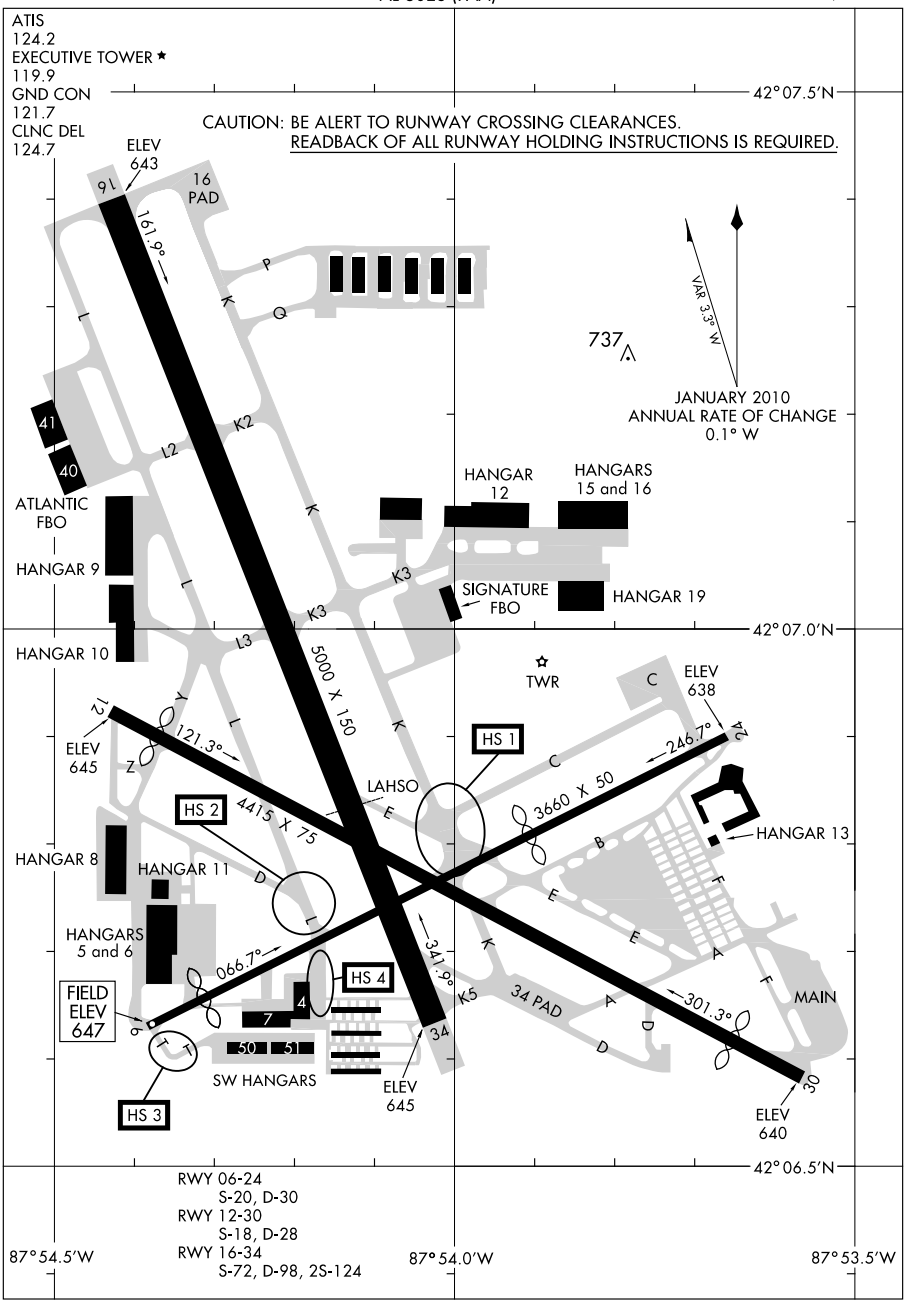
CHICAGO/AURORA, ILLINOIS
CHICAGO/AURORA MUNI (ARR)

10266

AIRPORT DIAGRAM

AL-5028 (FAA)

CHICAGO EXECUTIVE (PWK)
CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS



AIRPORT DIAGRAM

10266

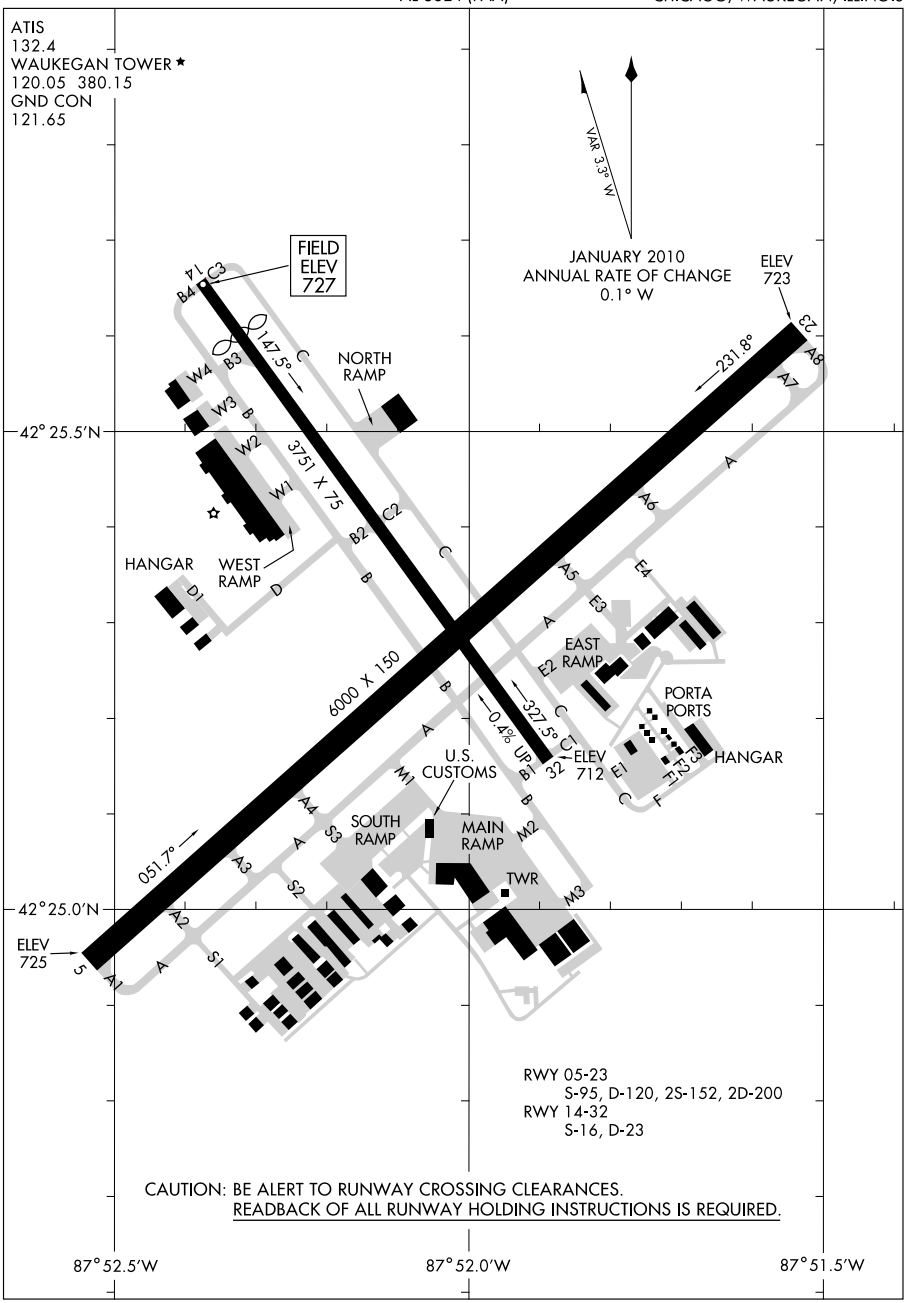
CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS
CHICAGO EXECUTIVE (PWK)

10210

AIRPORT DIAGRAM

AL-5324 (FAA)

CHICAGO/ WAUKEGAN RGNL (UGN)
CHICAGO/WAUKEGAN, ILLINOIS



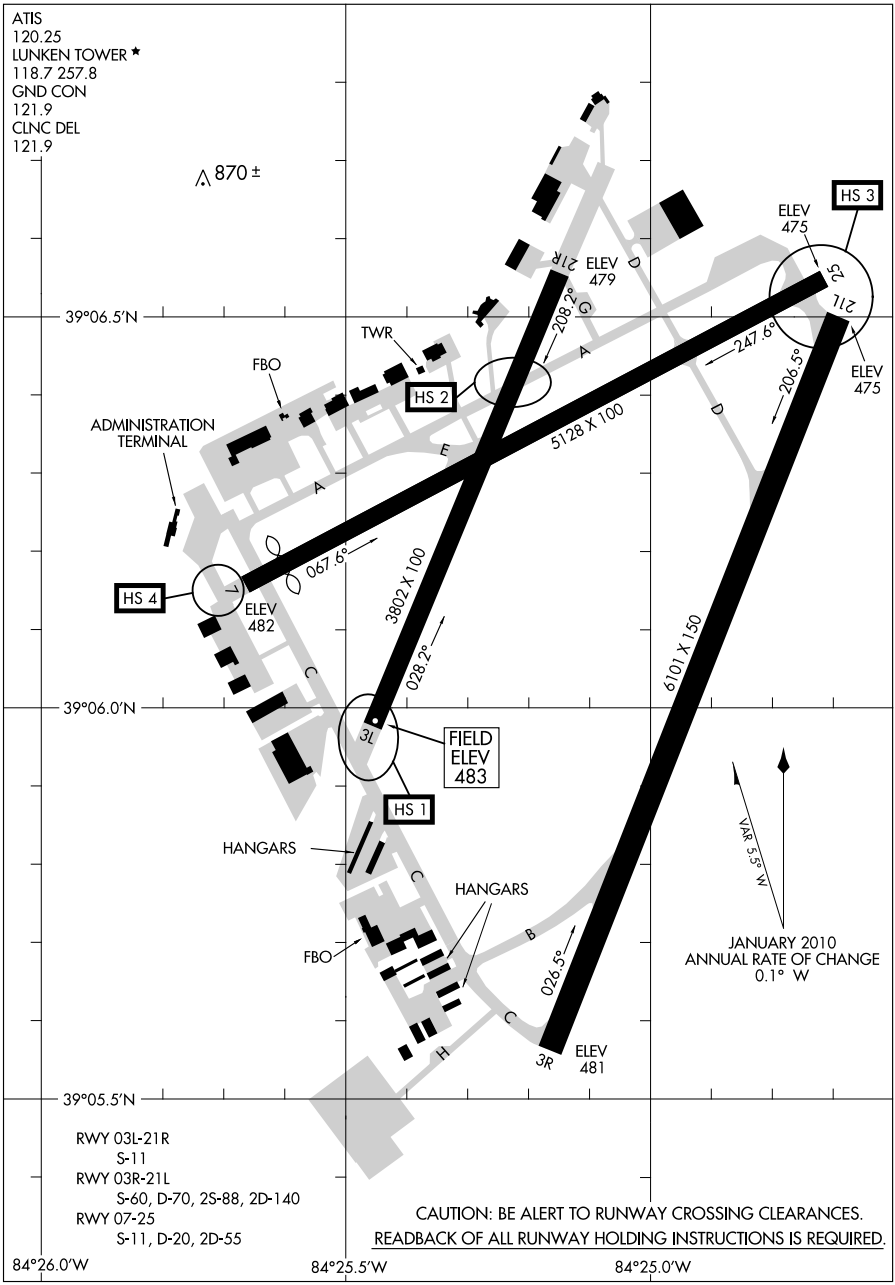
AIRPORT DIAGRAM
10210

CHICAGO/WAUKEGAN, ILLINOIS
CHICAGO/ WAUKEGAN RGNL (UGN)

10266

AIRPORT DIAGRAM

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)
AL-83 (FAA)
CINCINNATI, OHIO



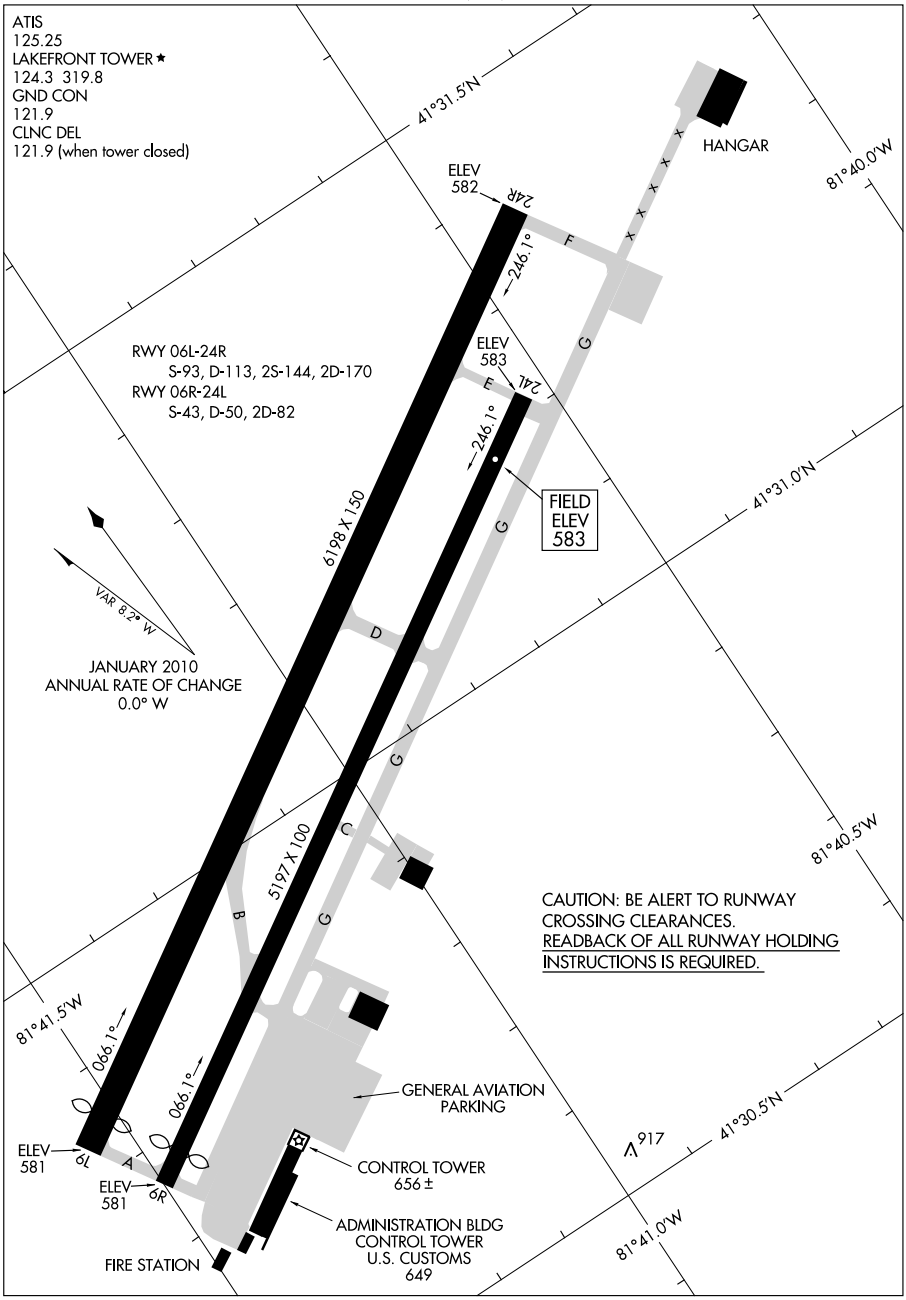
AIRPORT DIAGRAM
10266
CINCINNATI, OHIO
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

10210

AIRPORT DIAGRAM

CLEVELAND/ BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

AL-5370 (FAA)



AIRPORT DIAGRAM

CLEVELAND, OHIO
CLEVELAND/ BURKE LAKEFRONT (BKL)

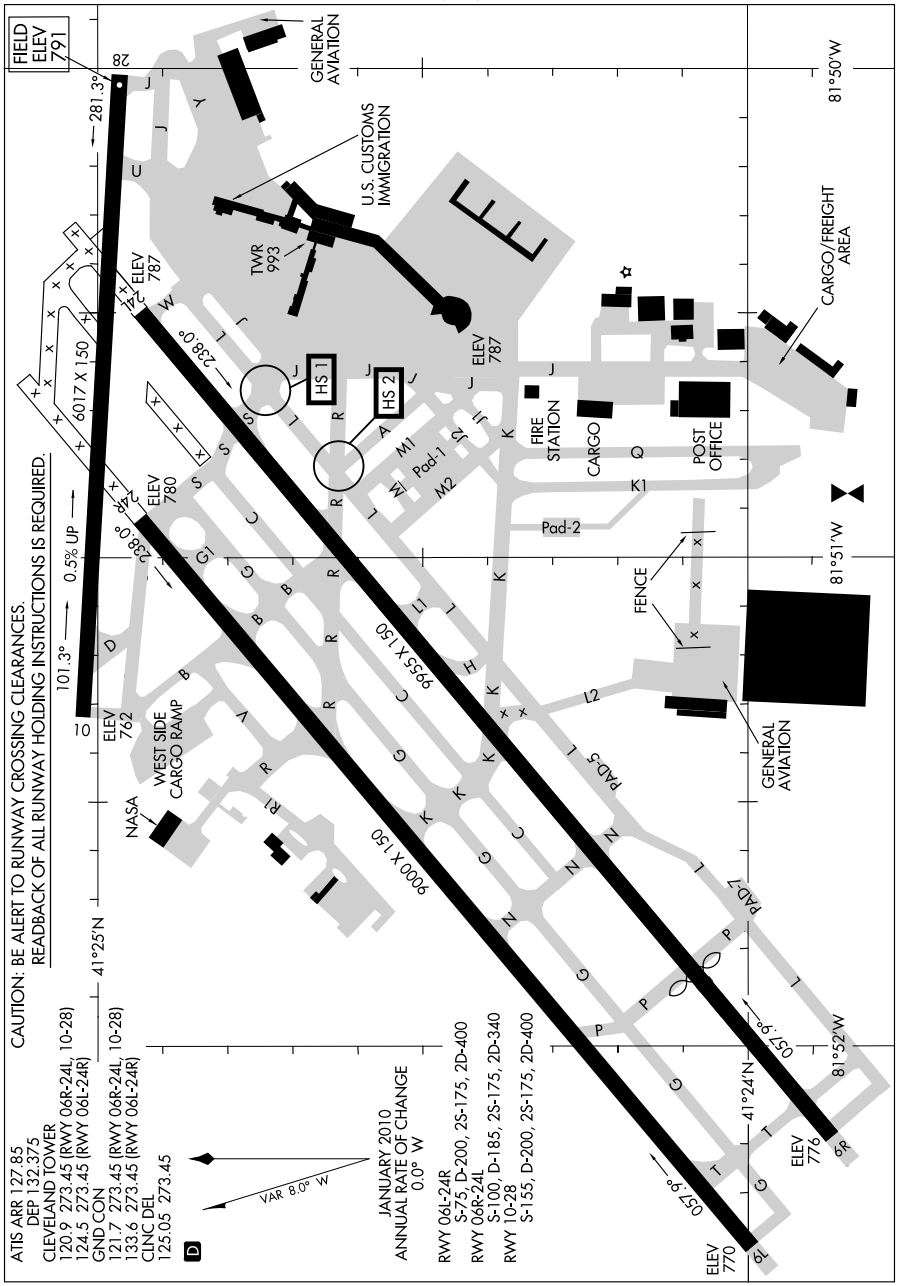
10210

10266

AIRPORT DIAGRAM

CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO

AL-84 (FAA)



AIRPORT DIAGRAM
10266

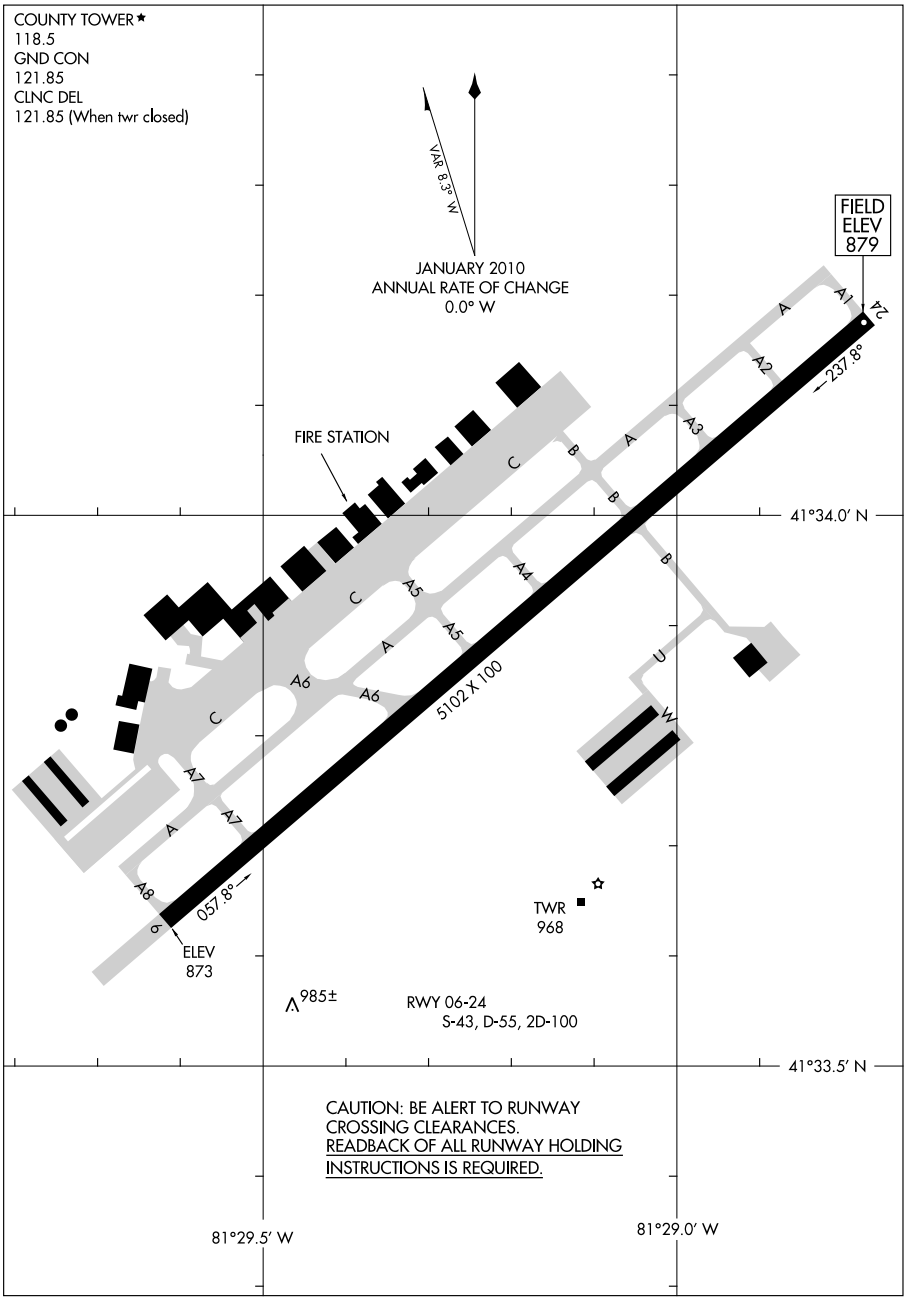
CLEVELAND, OHIO
CLEVELAND-HOPKINS INTL (CLE)

10210

AIRPORT DIAGRAM

AL-5027 (FAA)

CLEVELAND / CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO



AIRPORT DIAGRAM
10210

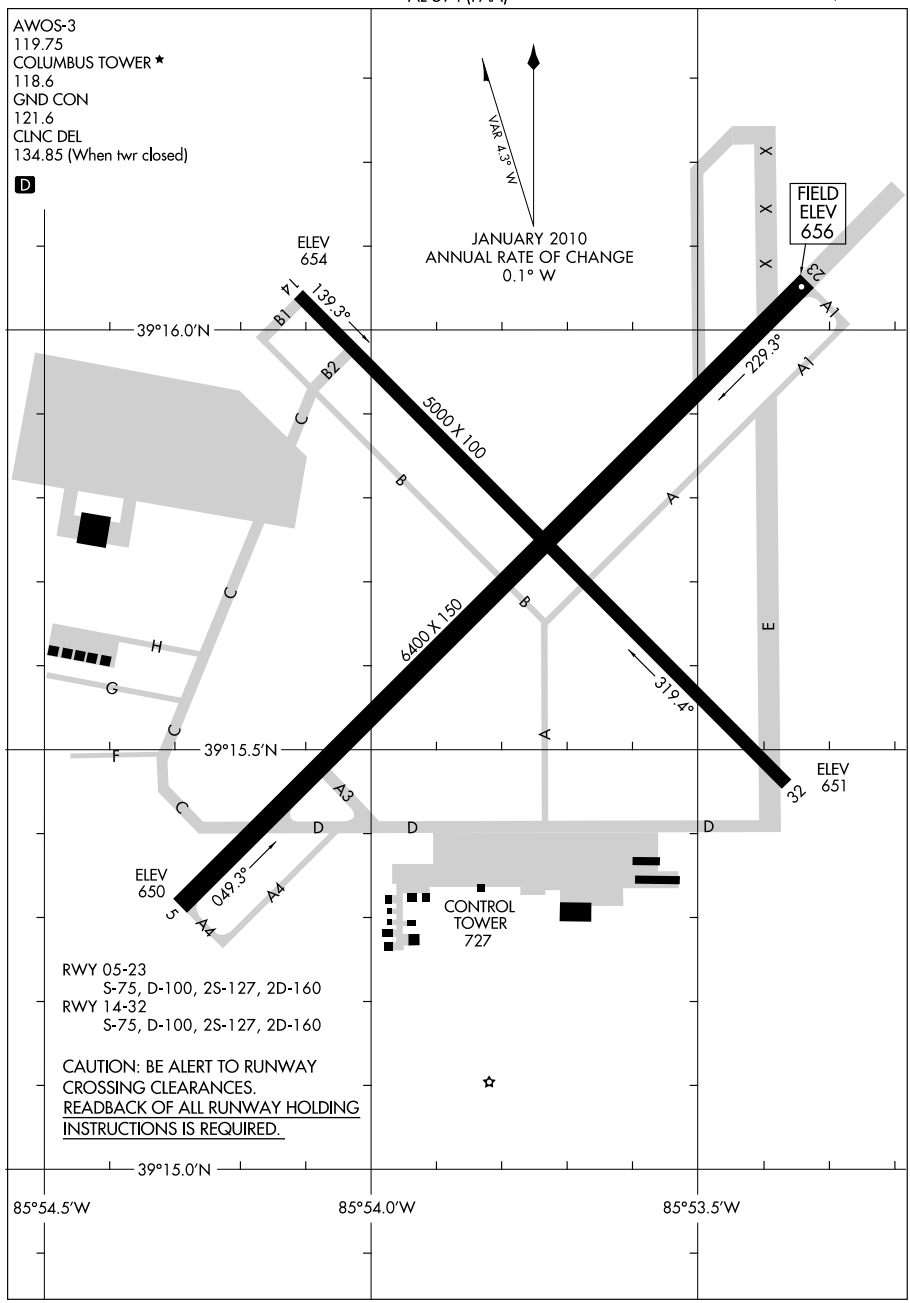
CLEVELAND, OHIO
CLEVELAND / CUYAHOGA COUNTY (CGF)

10210

AIRPORT DIAGRAM

COLUMBUS MUNI (BAK)
COLUMBUS, INDIANA

AL-594 (FAA)



RWY 05-23
S-75, D-100, 2S-127, 2D-160
RWY 14-32
S-75, D-100, 2S-127, 2D-160

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

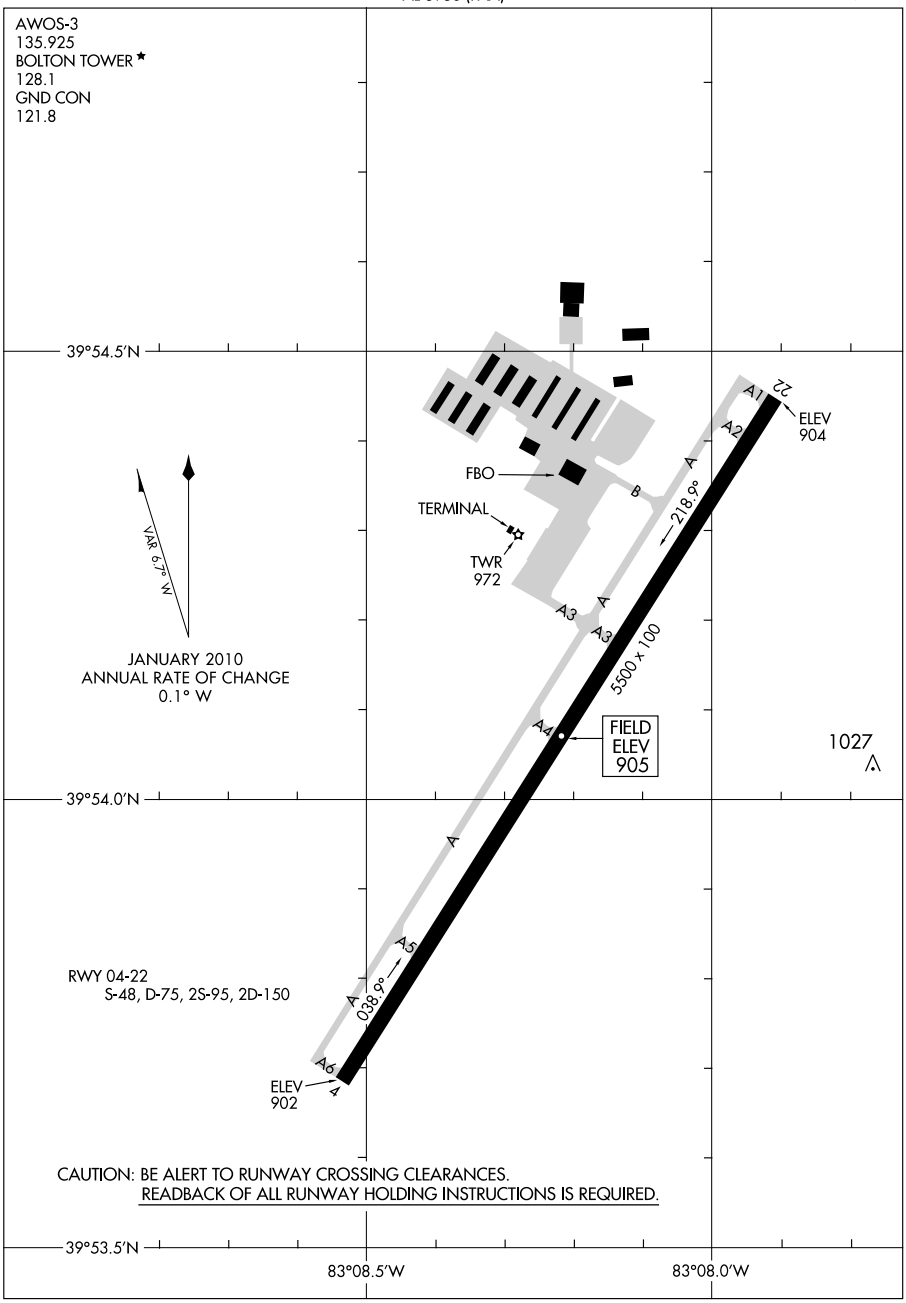
AIRPORT DIAGRAM
10210
COLUMBUS, INDIANA
COLUMBUS MUNI (BAK)

10210

AIRPORT DIAGRAM

COLUMBUS/ BOLTON FIELD (TZR)
COLUMBUS, OHIO

AL-5958 (FAA)



AIRPORT DIAGRAM

COLUMBUS, OHIO
COLUMBUS/ BOLTON FIELD (TZR)

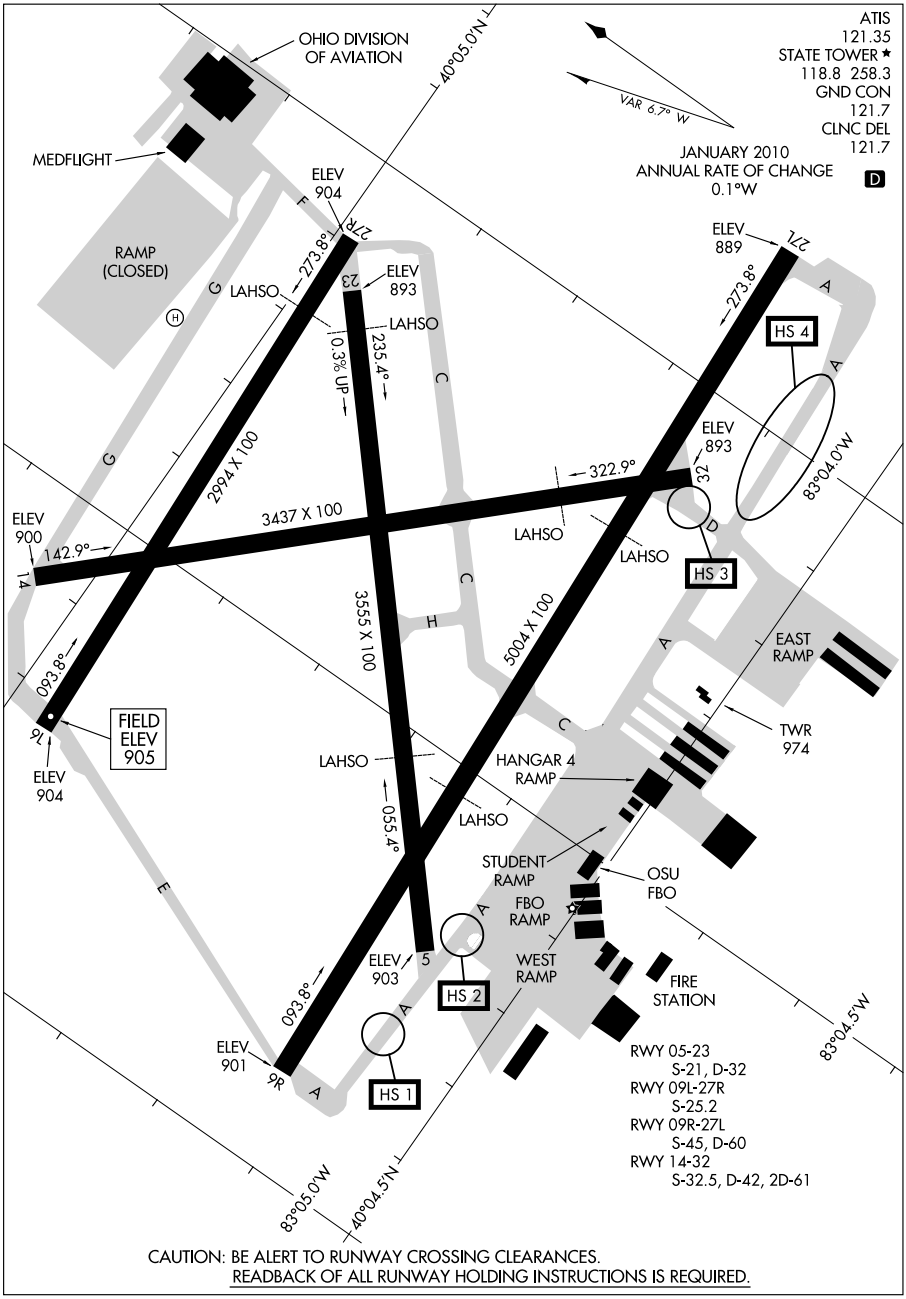
10210

10266

AIRPORT DIAGRAM

AL-5387 (FAA)

COLUMBUS/OHIO STATE UNIVERSITY (OSU)
COLUMBUS, OHIO



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

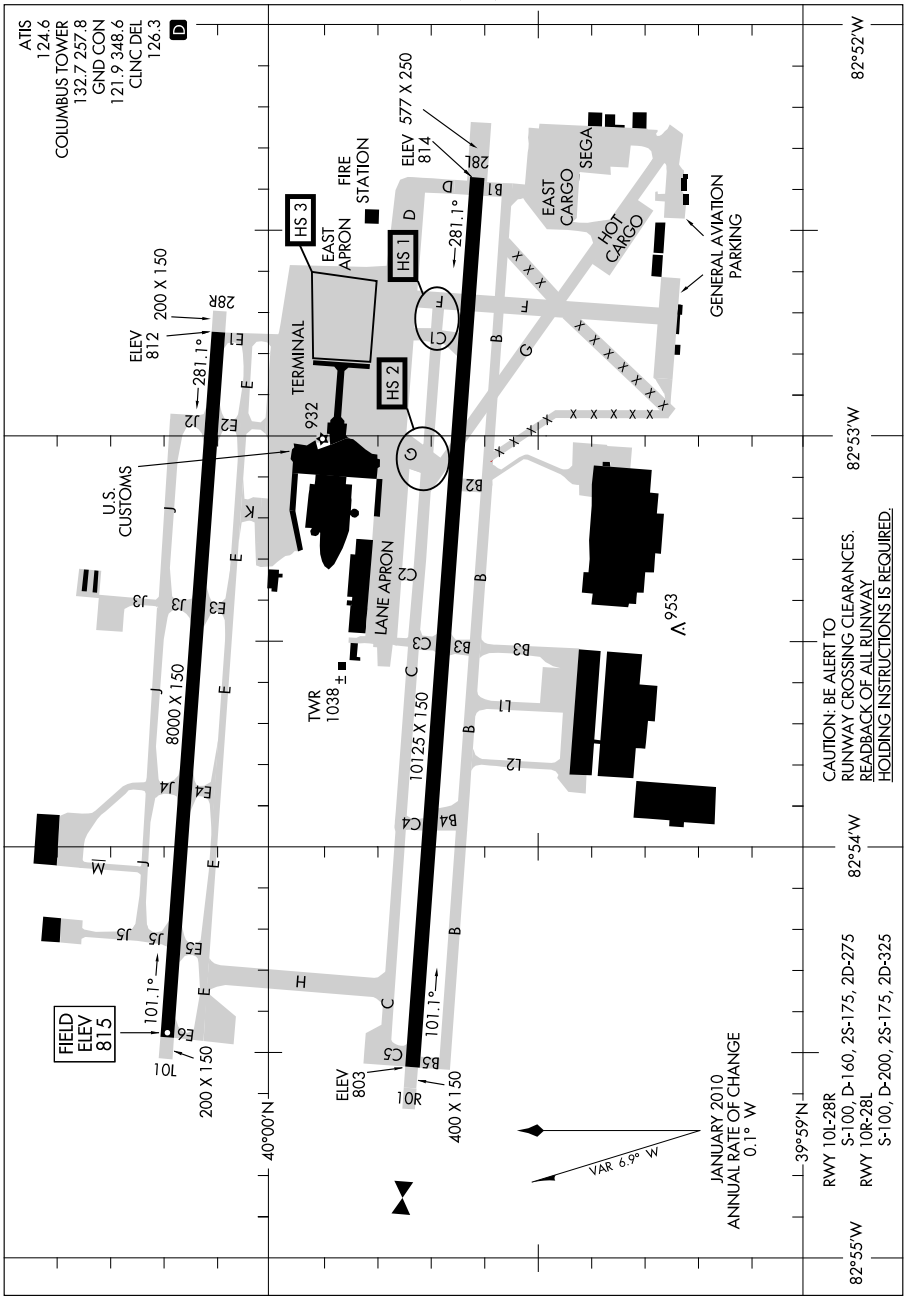
AIRPORT DIAGRAM
10266
COLUMBUS, OHIO
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

10266

AIRPORT DIAGRAM

COLUMBUS/ PORT COLUMBUS INTL (CMH)
COLUMBUS, OHIO

AL-94 (FAA)



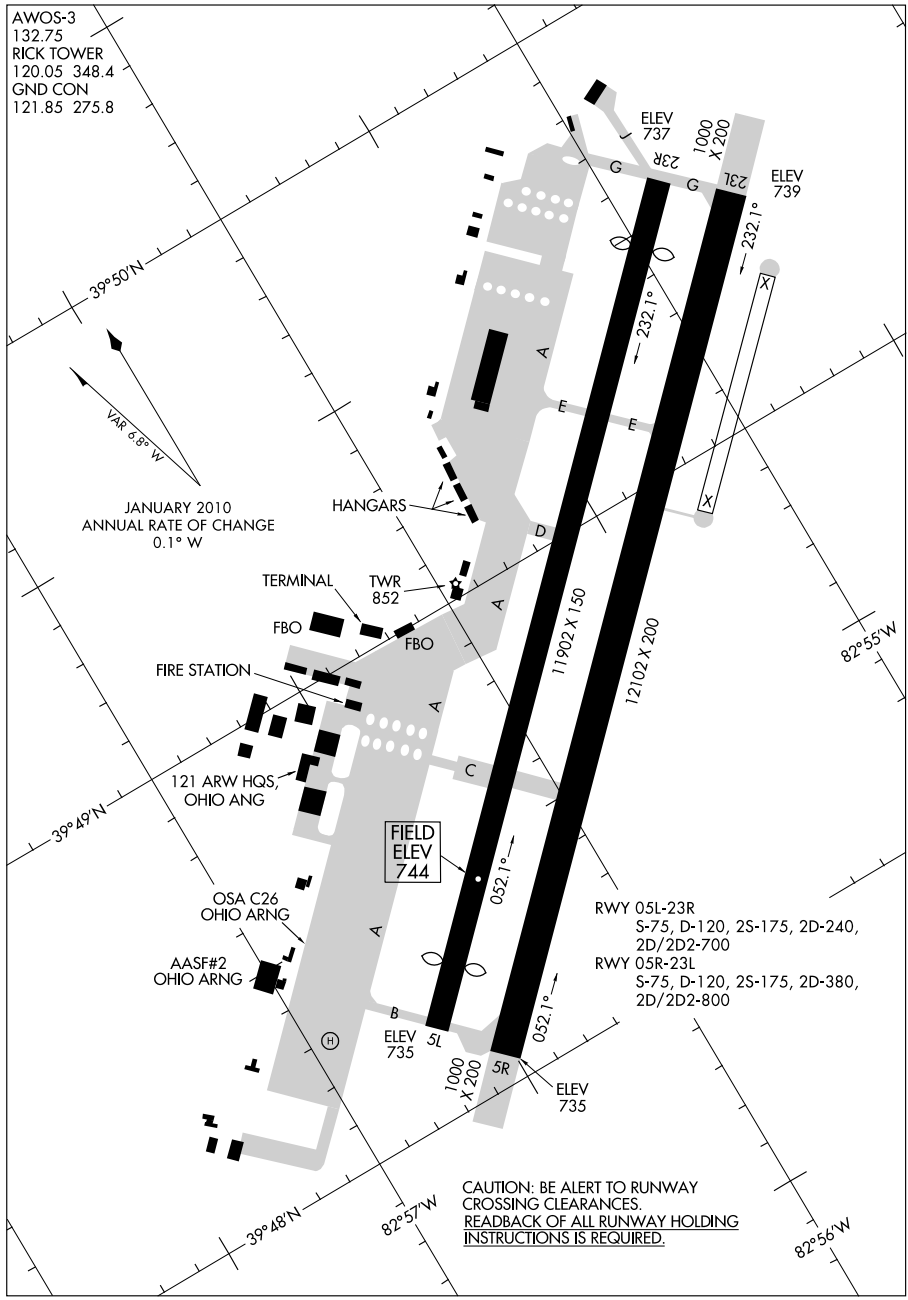
AIRPORT DIAGRAM
10266
COLUMBUS, OHIO
COLUMBUS/ PORT COLUMBUS INTL (CMH)

10210

AIRPORT DIAGRAM

AL-6846 (FAA)

COLUMBUS/ RICKENBACKER INTL (LCK)
COLUMBUS, OHIO



AIRPORT DIAGRAM

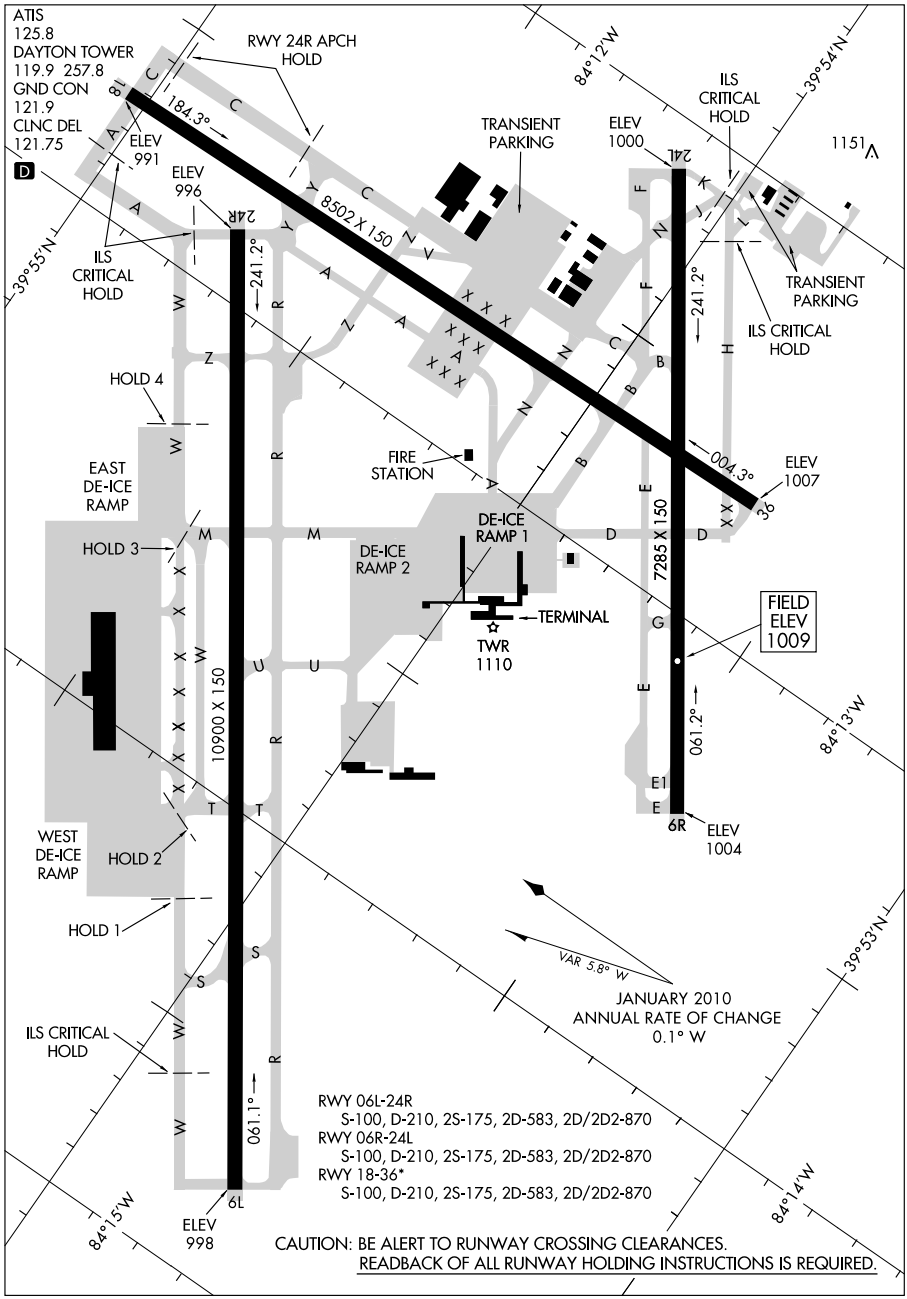
COLUMBUS, OHIO
COLUMBUS/ RICKENBACKER INTL (LCK)

10210

10210

AIRPORT DIAGRAM

DAYTON / JAMES M. COX-DAYTON INTL (DAY)
AL-107 (FAA)
DAYTON, OHIO



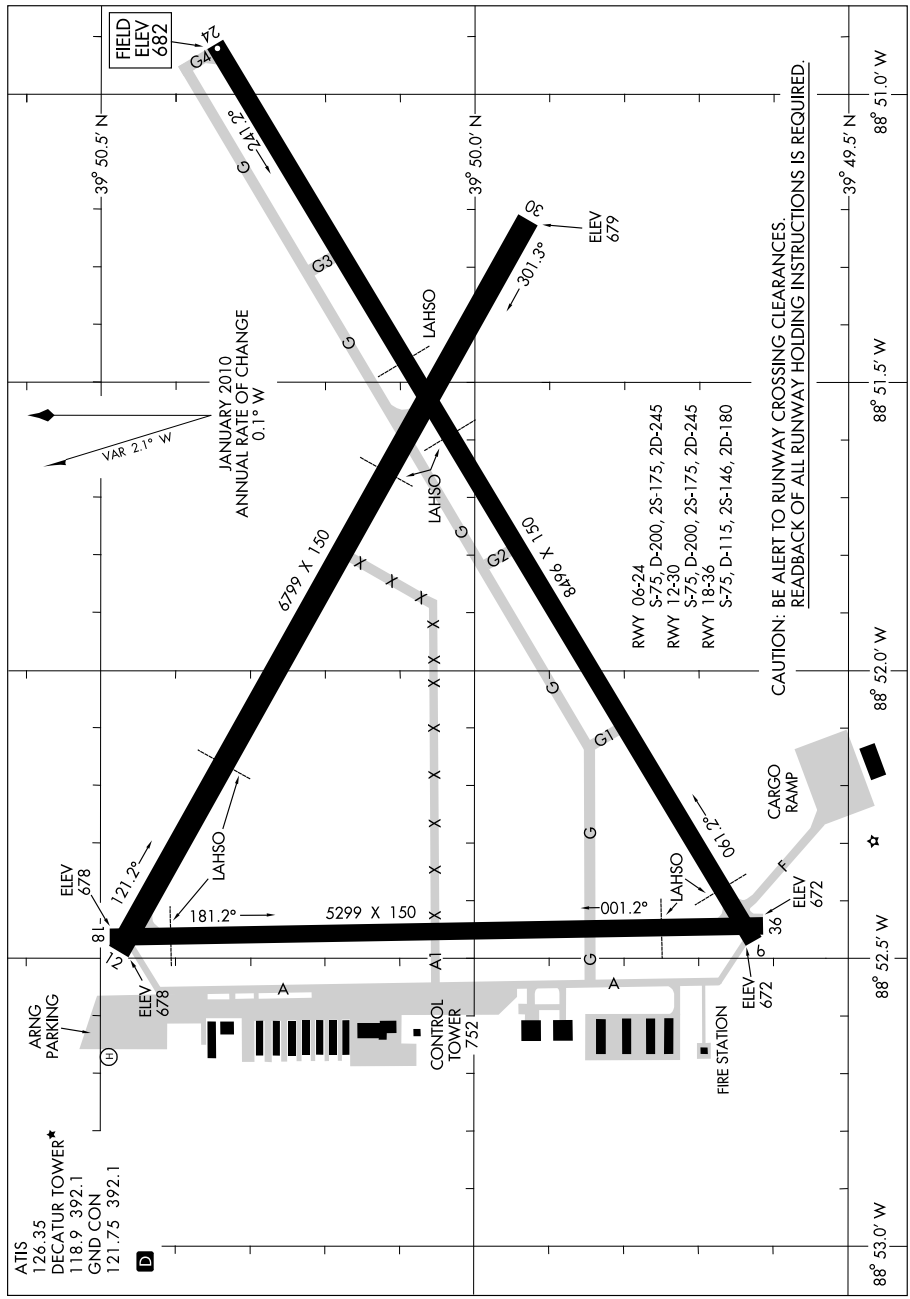
AIRPORT DIAGRAM
DAYTON, OHIO
DAYTON / JAMES M. COX-DAYTON INTL (DAY)
10210

10210

AIRPORT DIAGRAM

AL-710 (FAA)

DECATUR (DEC)
DECATUR, ILLINOIS



AIRPORT DIAGRAM

10210

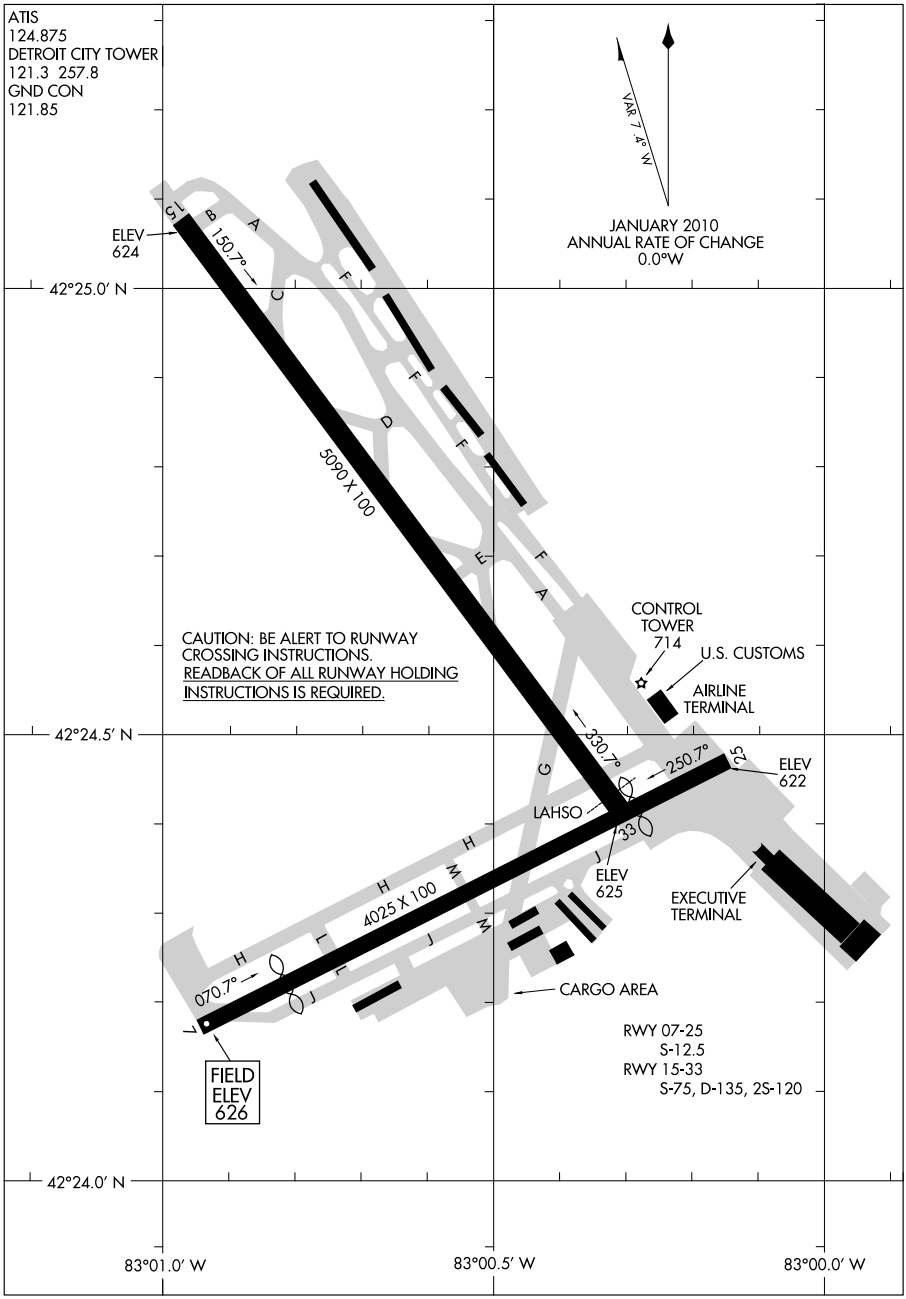
DECATUR, ILLINOIS
DECATUR (DEC)

10210

AIRPORT DIAGRAM

DETROIT/ COLEMAN A. YOUNG MUNI (DET)
DETROIT, MICHIGAN

AL-118 (FAA)



AIRPORT DIAGRAM

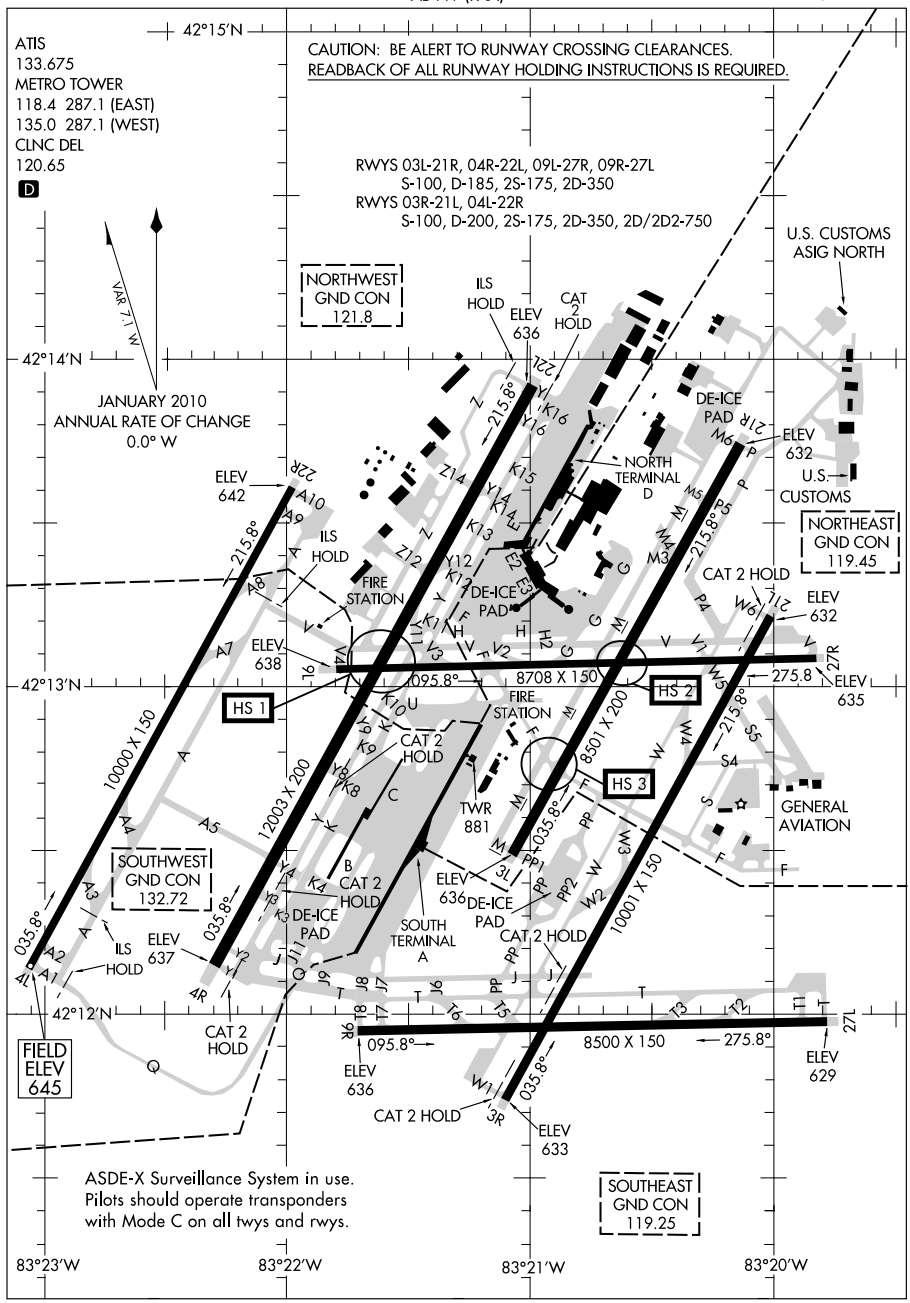
DETROIT, MICHIGAN
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

10210

10266

AIRPORT DIAGRAM

DETROIT METROPOLITAN WAYNE COUNTY (DTW)
AL-119 (FAA)
DETROIT, MICHIGAN



AIRPORT DIAGRAM

10266

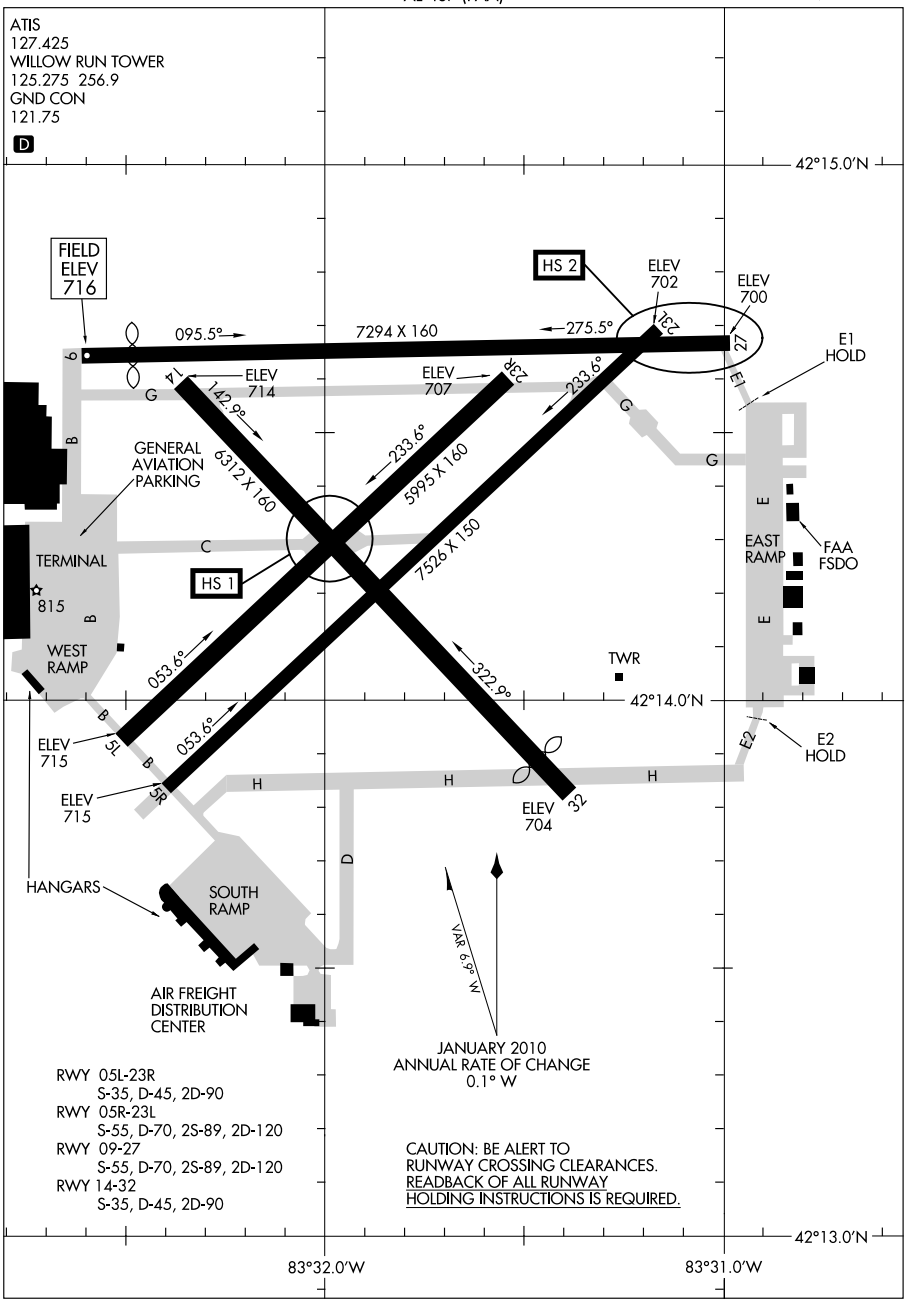
DETROIT, MICHIGAN
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

10266

AIRPORT DIAGRAM

DETROIT/ WILLOW RUN (YIP)
DETROIT, MICHIGAN

AL-467 (FAA)



AIRPORT DIAGRAM

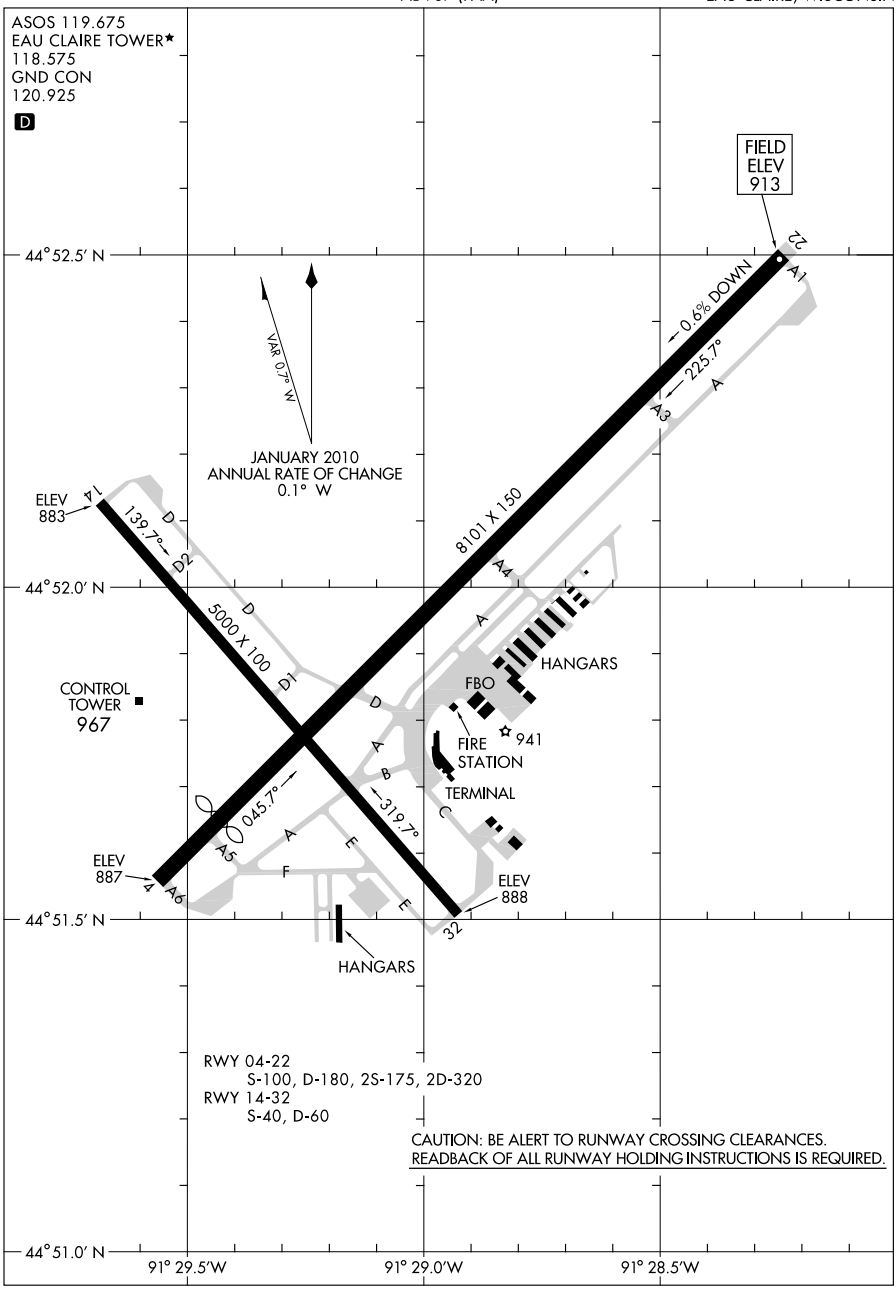
DETROIT, MICHIGAN
DETROIT/ WILLOW RUN (YIP)

10266

10210

AIRPORT DIAGRAM

EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)
AL-937 (FAA)
EAU CLAIRE, WISCONSIN



RWY 04-22
S-100, D-180, 2S-175, 2D-320
RWY 14-32
S-40, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

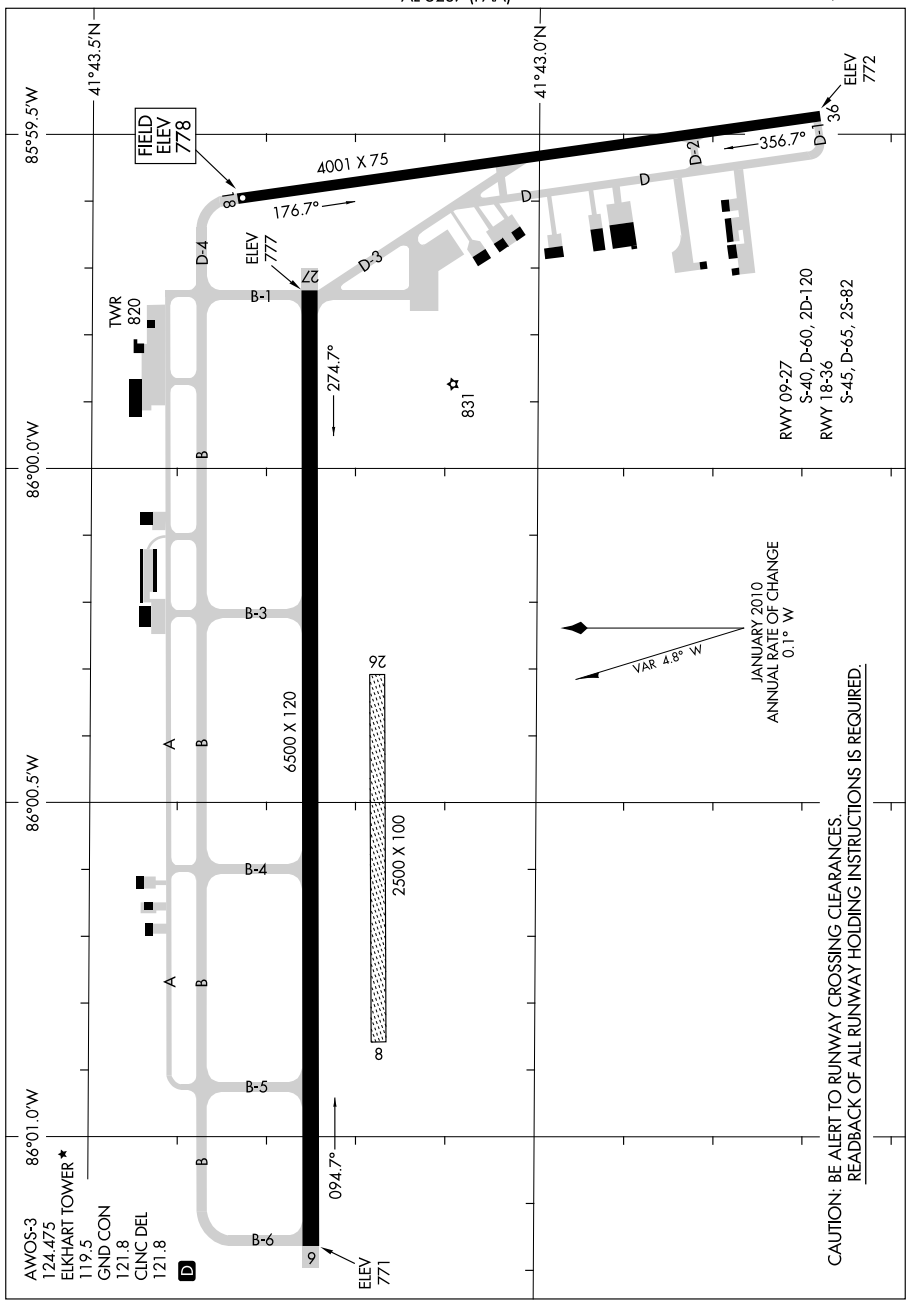
AIRPORT DIAGRAM
10210
EAU CLAIRE, WISCONSIN
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

10210

AIRPORT DIAGRAM

ELKHART MUNI (EKM)
ELKHART, INDIANA

AL-5287 (FAA)



AIRPORT DIAGRAM

ELKHART, INDIANA
ELKHART MUNI (EKM)

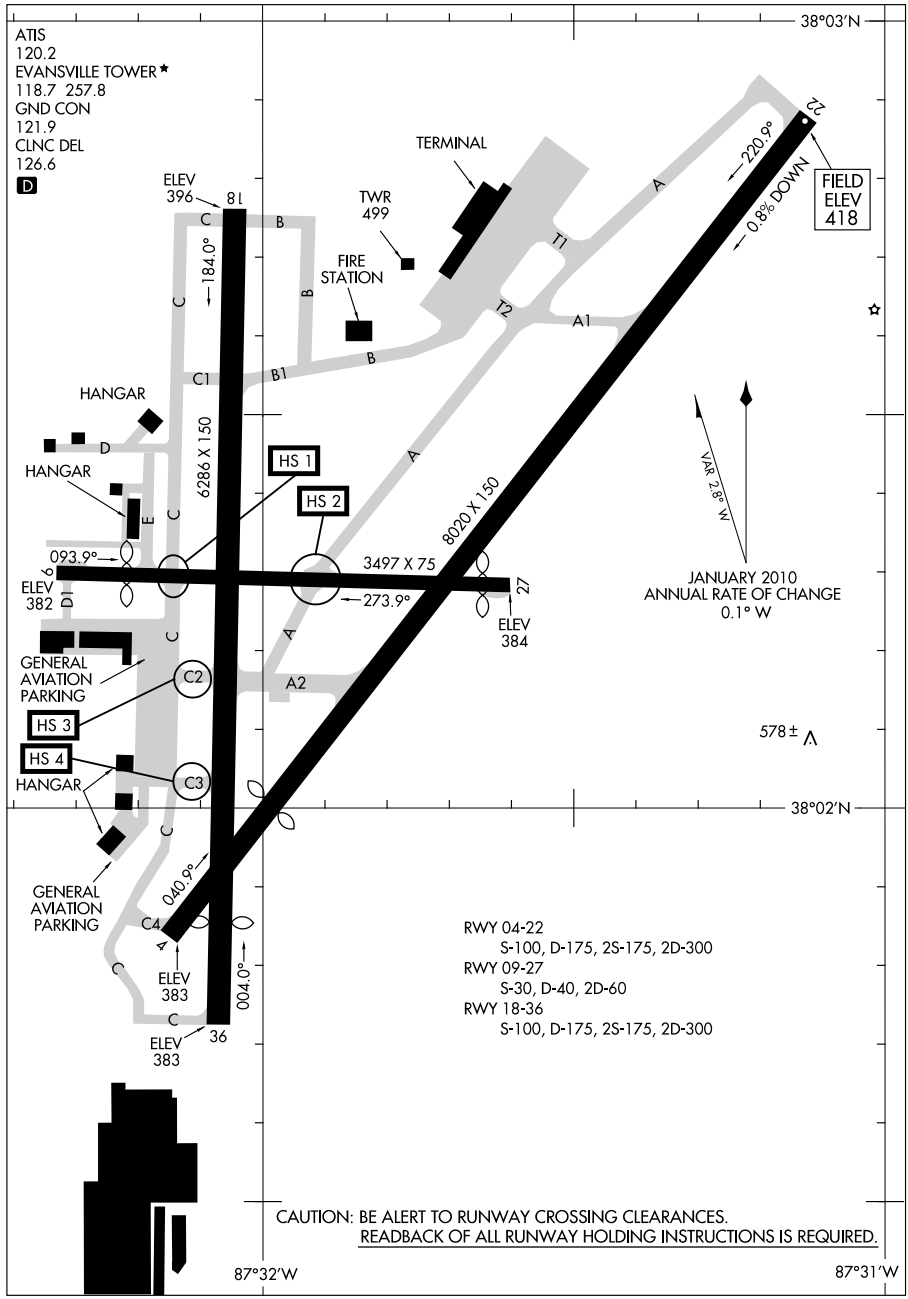
10210

10266

AIRPORT DIAGRAM

AL-513 (FAA)

EVANSVILLE RGNL (EVV)
EVANSVILLE, INDIANA



AIRPORT DIAGRAM

EVANSVILLE, INDIANA
EVANSVILLE RGNL (EVV)

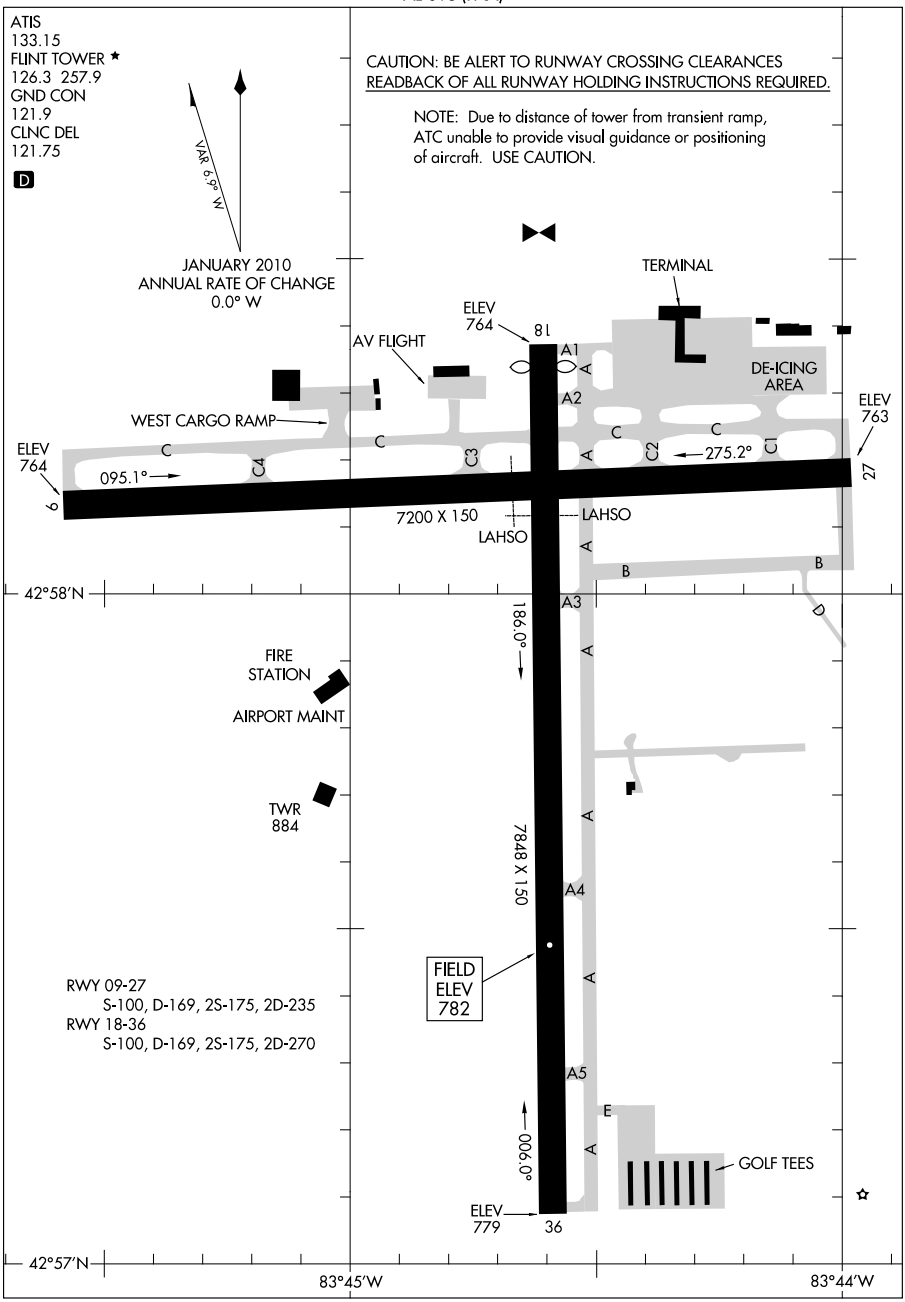
10266

10210

AIRPORT DIAGRAM

FLINT / BISHOP INTL (FNT)
FLINT, MICHIGAN

AL-618 (FAA)



AIRPORT DIAGRAM

FLINT, MICHIGAN
FLINT / BISHOP INTL (FNT)

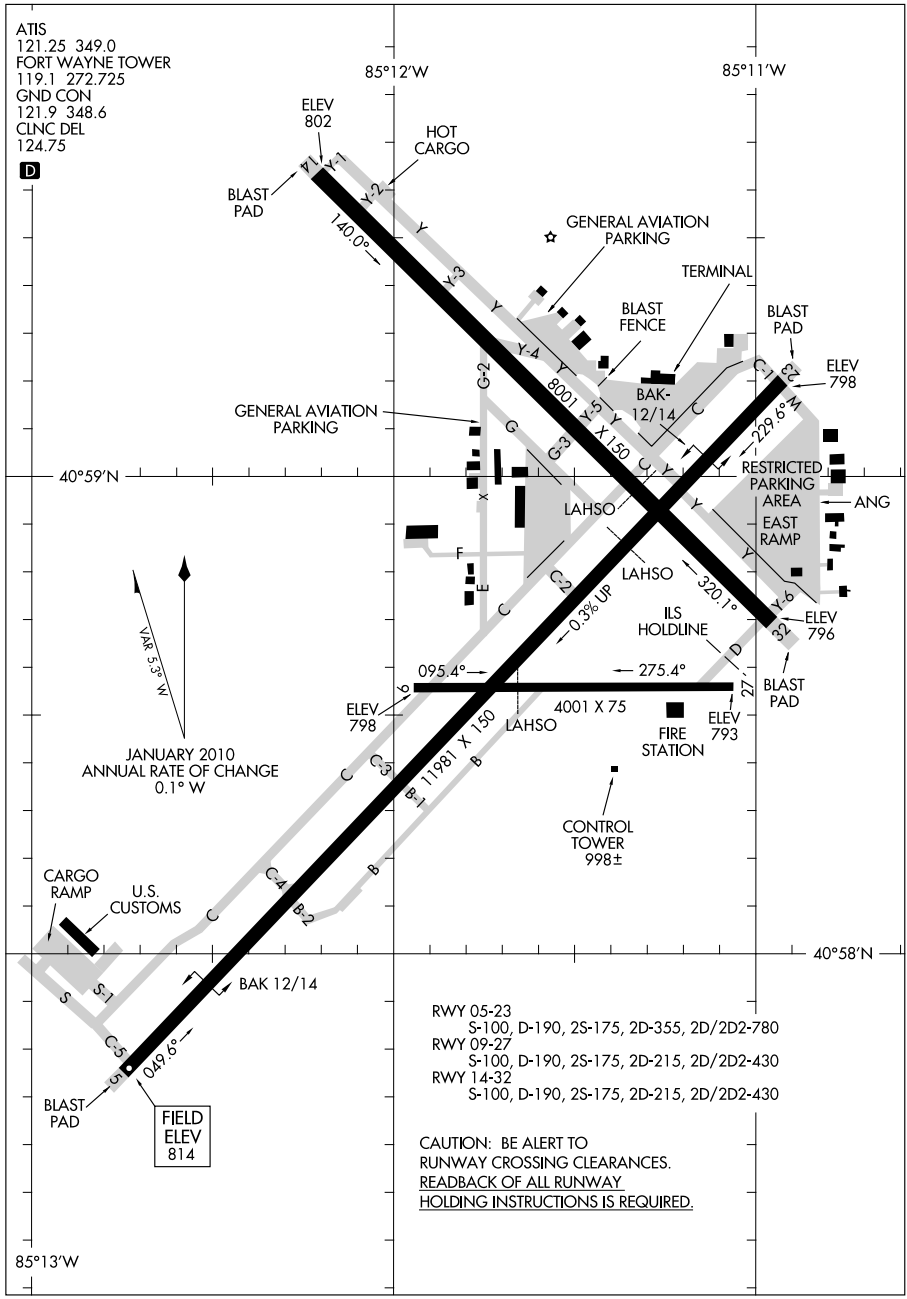
10210

10210

AIRPORT DIAGRAM

AL-156 (FAA)

FORT WAYNE INTL (FWA)
FORT WAYNE, INDIANA



AIRPORT DIAGRAM

FORT WAYNE, INDIANA
FORT WAYNE INTL (FWA)

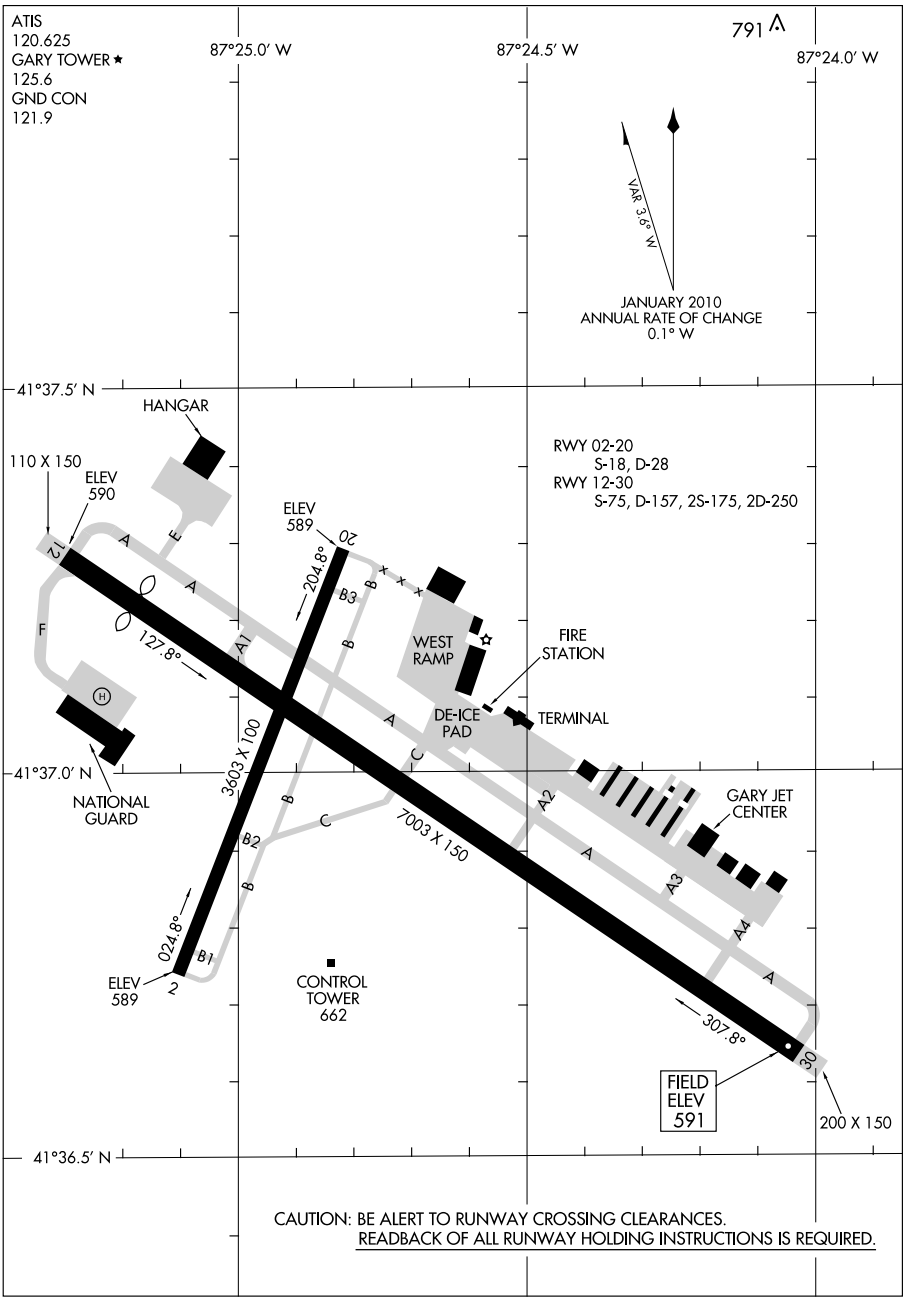
10210

10210

AIRPORT DIAGRAM

AL-748 (FAA)

GARY/CHICAGO INTL (GYY)
GARY, INDIANA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

10210

GARY, INDIANA
GARY/CHICAGO INTL (GYY)

10210

AIRPORT DIAGRAM

AL-5184 (FAA)

GRAND RAPIDS / GERALD R. FORD INTL (GRR)
GRAND RAPIDS, MICHIGAN

ATIS
127.1
GRAND RAPIDS TOWER★
135.65 339.8
GND CON
121.8
CLNC DEL
119.3

D

42°54.0'N

VAR 5.4° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

ELEV 784

ELEV 786

ELEV 782

5000 X 100

266.7°

086.7°

176.7°

GENERAL AVIATION PARKING

TWR/BCN 930

FIRE STATION

42°53.0'N

266.7°

ELEV 789

10000 X 150

086.7°

FIELD ELEV 794

ELEV 791

8501 X 150

356.7°

ELEV 789

42°52.0'N

RWY 08L-26R
S-52, D-60
RWY 08R-26L
D-190, 2D-350
RWY 17-35
D-190, 2S-175, 2D-350

TWY F North of TWY V, TWY J between TWY F, TWY J3, and TWY G
D-100
TWY F South of TWY V
S-40, D-47
TWY J East of TWY F and West of TWY J3
S-52, D-60
TWY Y North of TWY D
S-75, D-100
TWY R North of TWY D
D-175
TWY Z North of TWY D
S-75, D-100

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

85°32.0'W

85°31.0'W

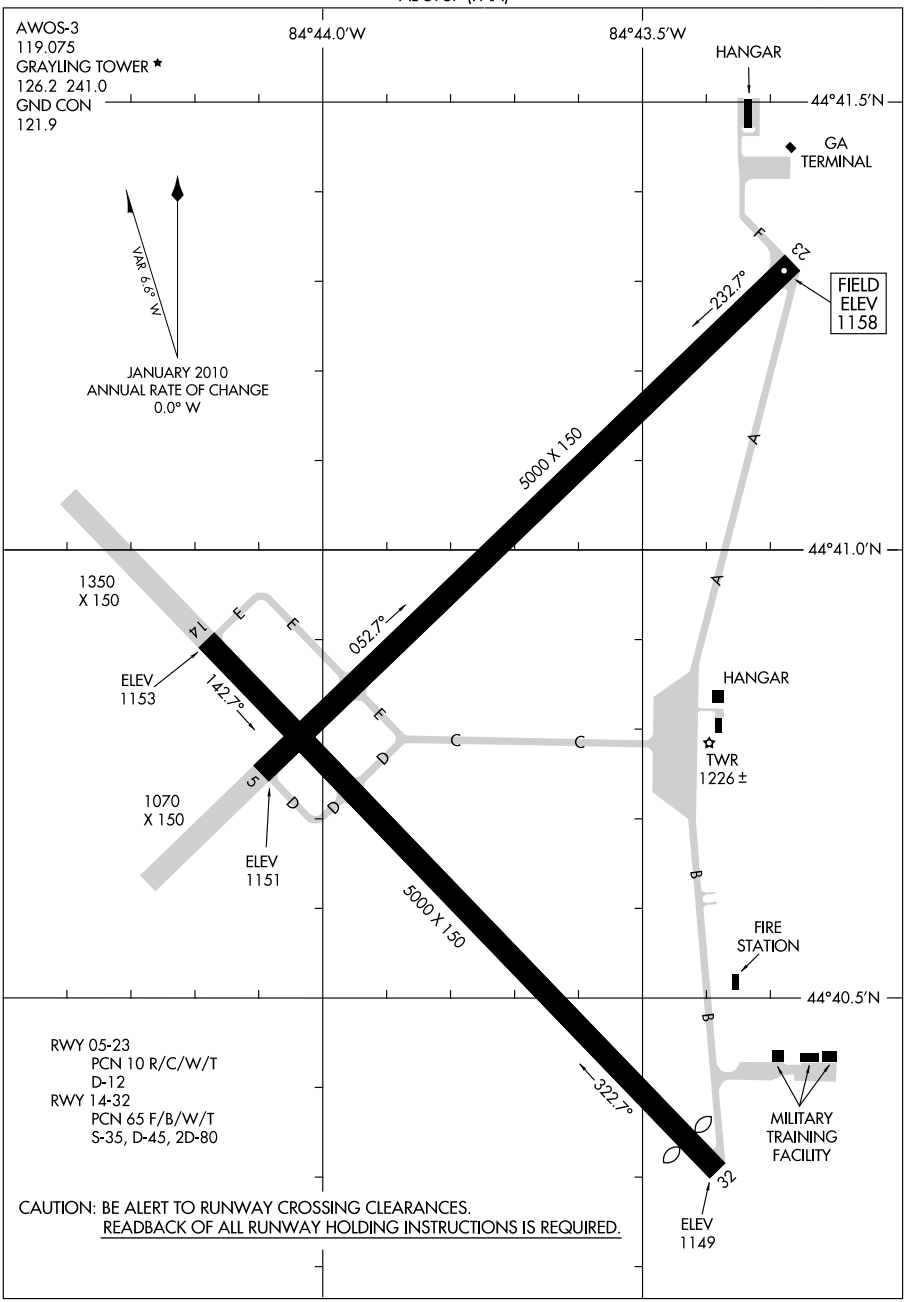
AIRPORT DIAGRAM
10210
GRAND RAPIDS, MICHIGAN
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

10266

AIRPORT DIAGRAM

GRAYLING AAF (GOV)
GRAYLING, MICHIGAN

AL-5957 (FAA)



AIRPORT DIAGRAM
10266

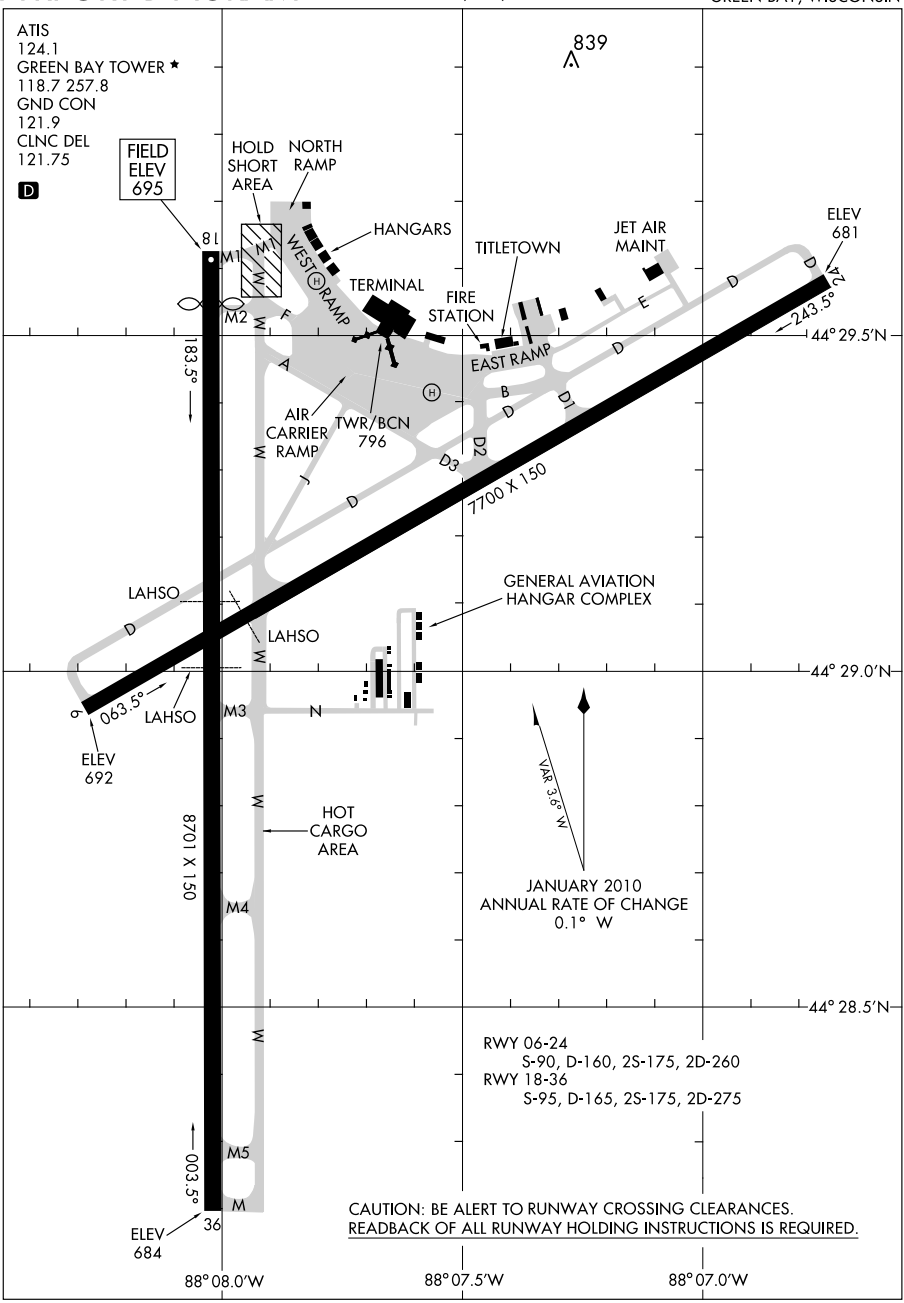
GRAYLING, MICHIGAN
GRAYLING AAF (GOV)

10210

AIRPORT DIAGRAM

AL-873 (FAA)

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)
GREEN BAY, WISCONSIN



AIRPORT DIAGRAM

GREEN BAY, WISCONSIN
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

10210

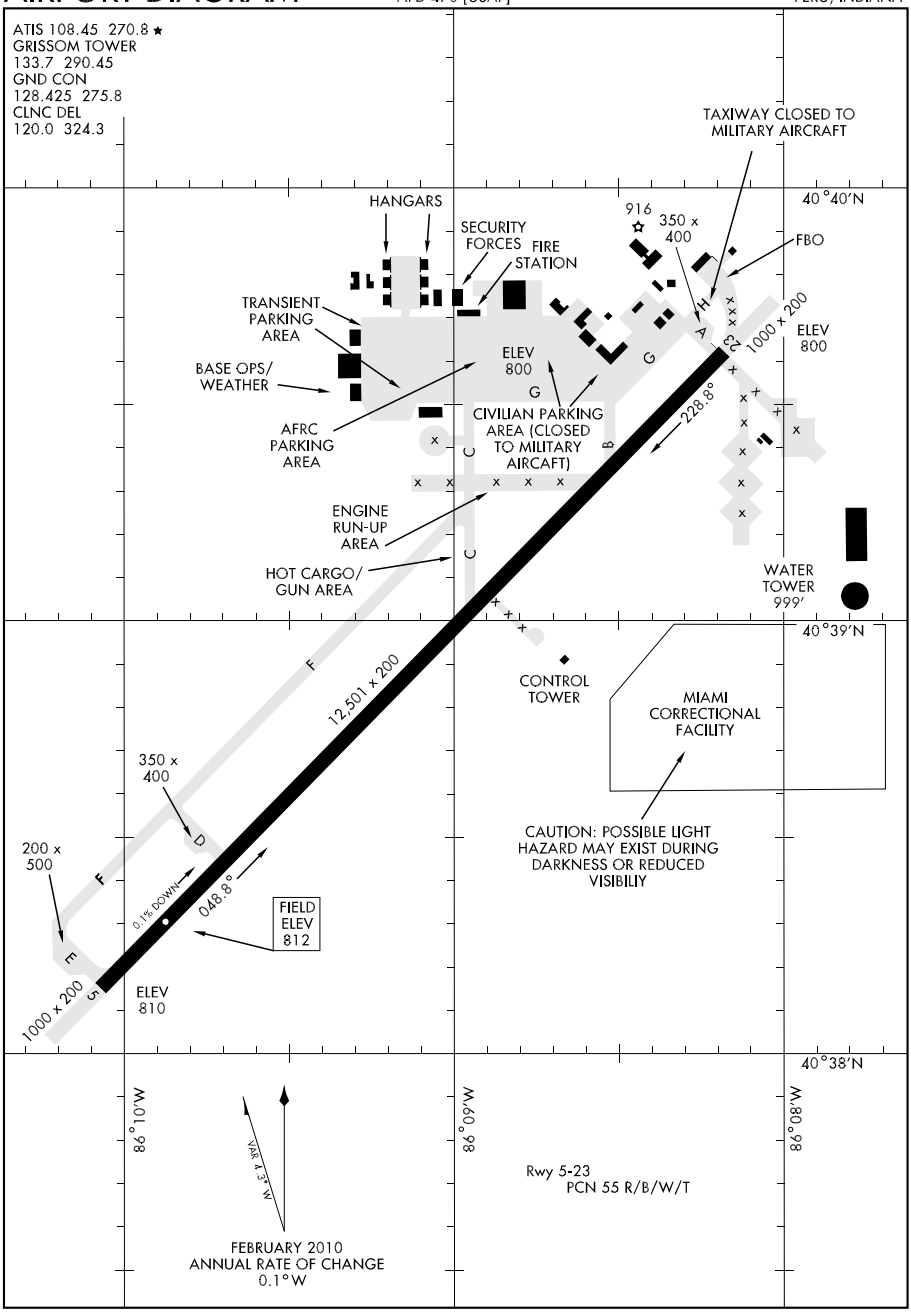
10042

AIRPORT DIAGRAM

GRISSOM ARB (KGUS)

AFD-470 [USAF]

PERU, INDIANA



AIRPORT DIAGRAM

PERU, INDIANA

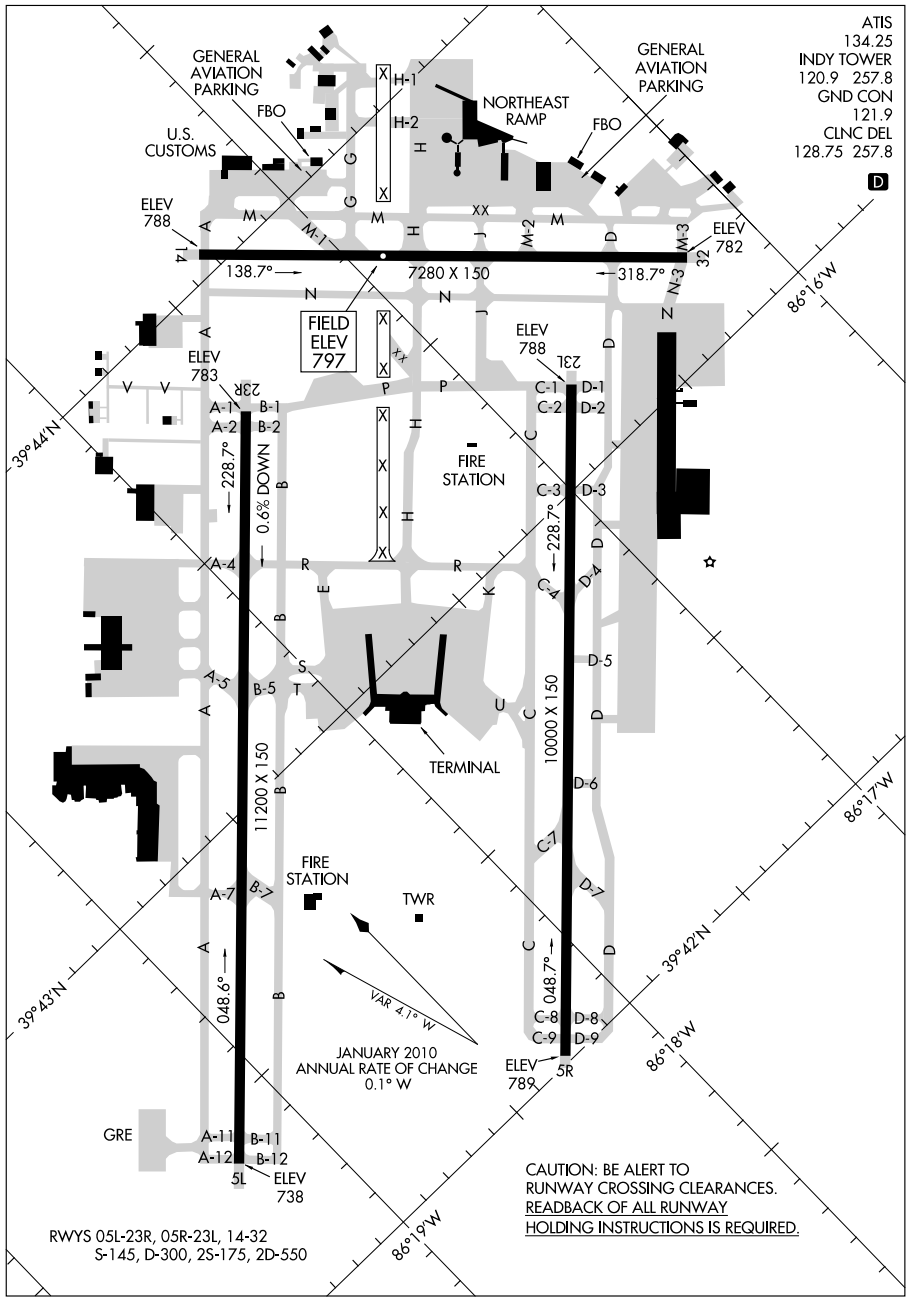
GRISSOM ARB (KGUS)

10210

AIRPORT DIAGRAM

AL-203 (FAA)

INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA



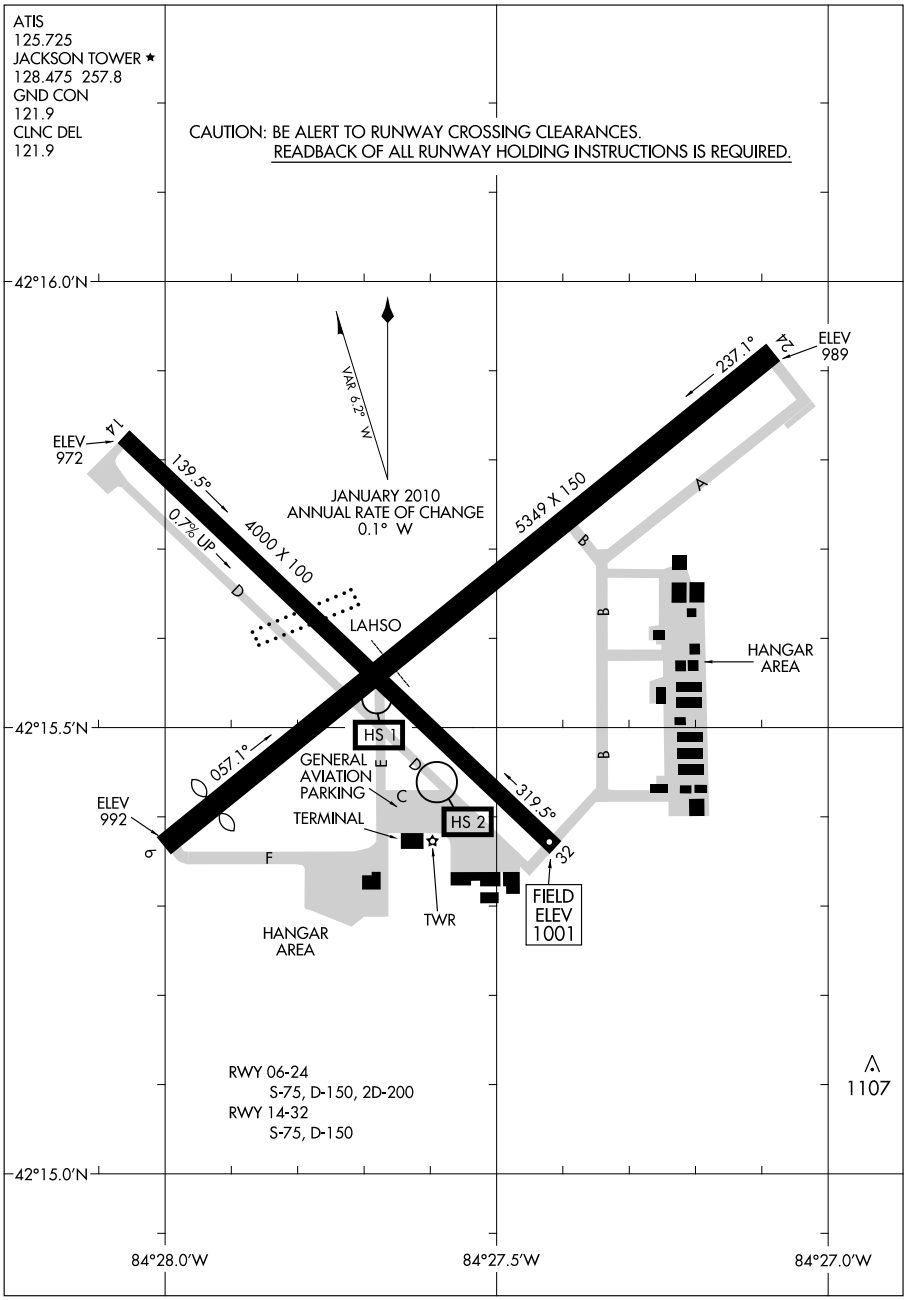
AIRPORT DIAGRAM
10210
INDIANAPOLIS, INDIANA
INDIANAPOLIS INTL (IND)

10266

AIRPORT DIAGRAM

AL-861 (FAA)

JACKSON COUNTY-REYNOLDS FIELD (JXN)
JACKSON, MICHIGAN



AIRPORT DIAGRAM

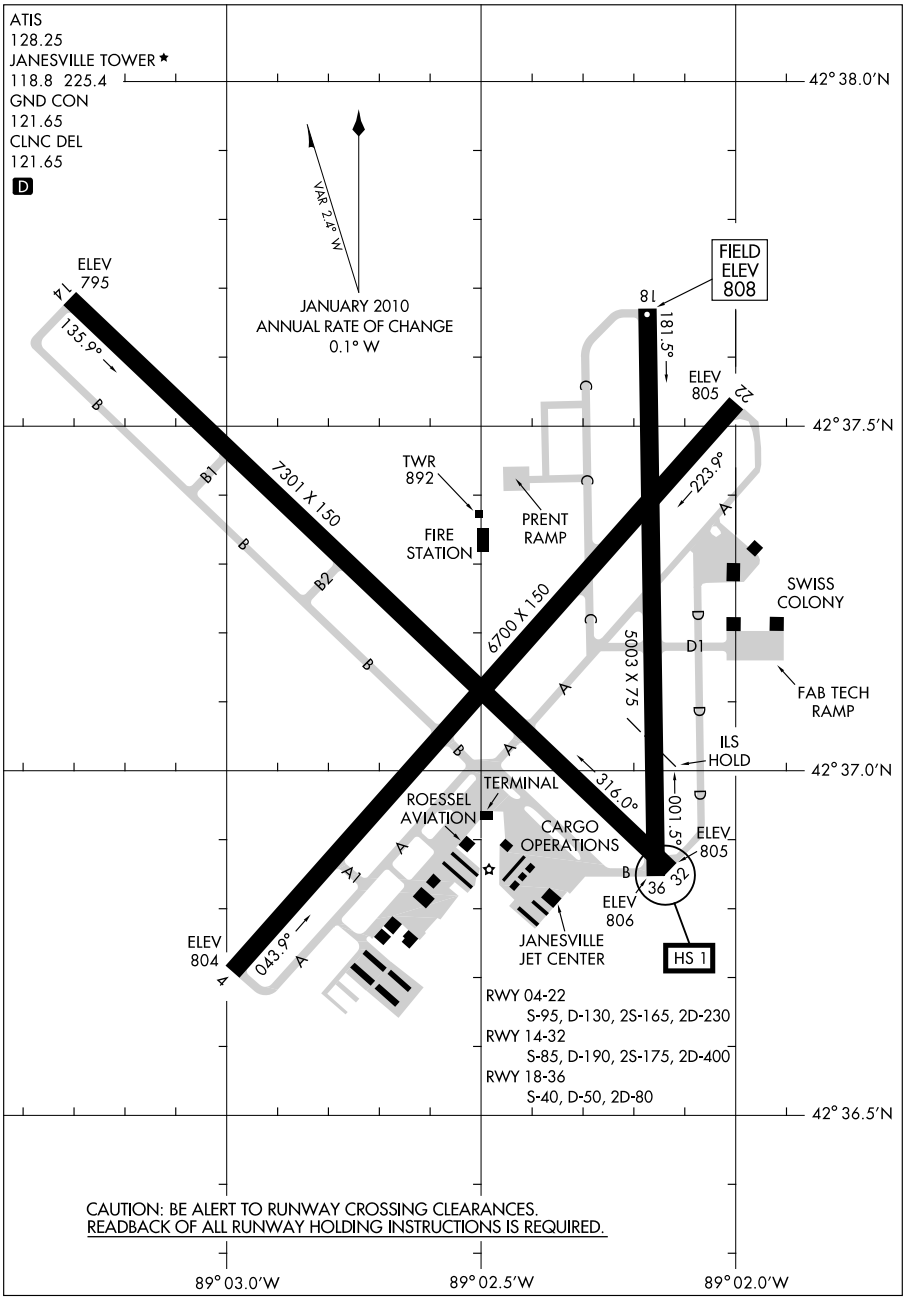
10266

JACKSON, MICHIGAN
JACKSON COUNTY-REYNOLDS FIELD (JXN)

10266

AIRPORT DIAGRAM

JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)
AL-938 (FAA)
JANESVILLE, WISCONSIN



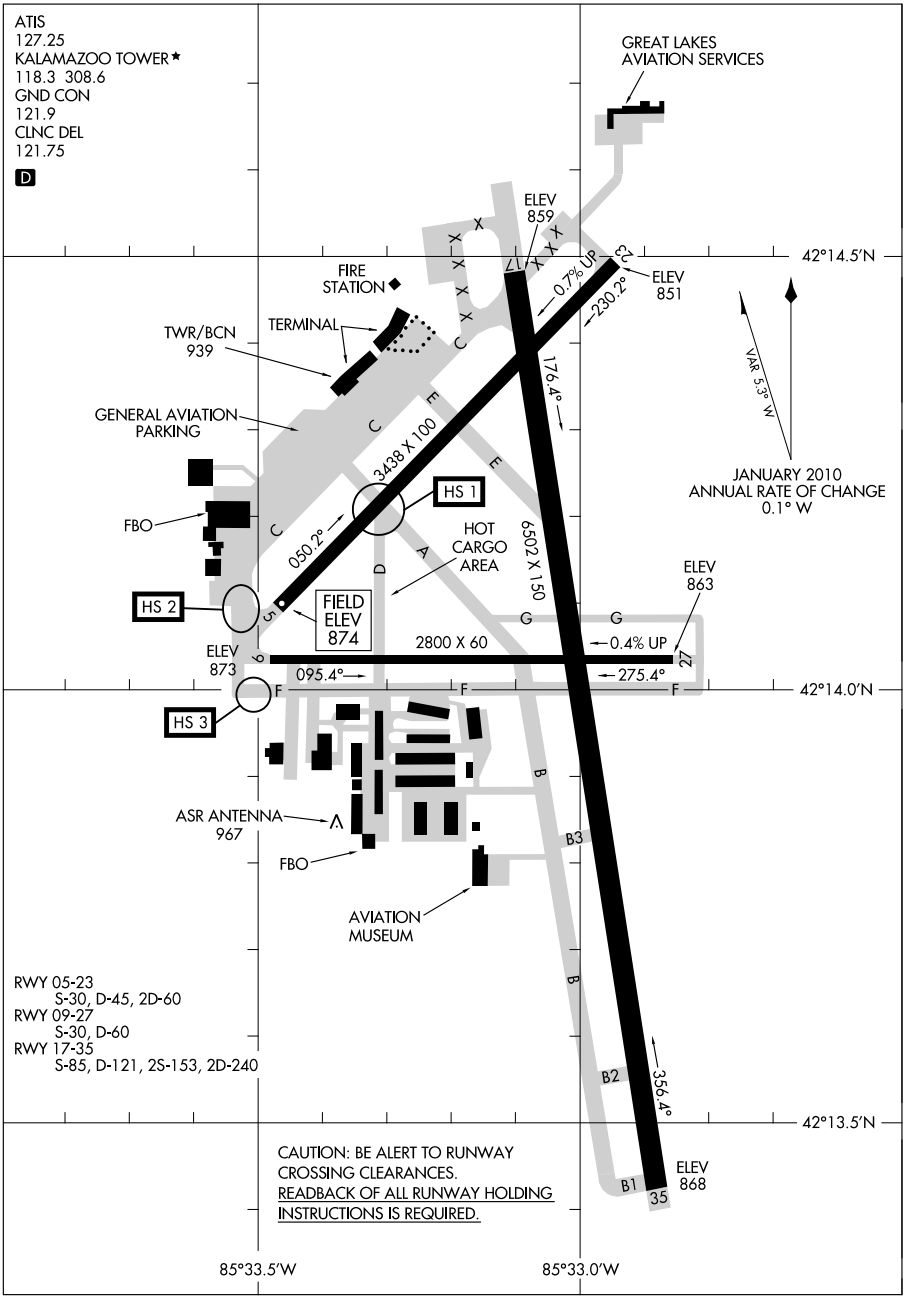
AIRPORT DIAGRAM
10266
JANESVILLE, WISCONSIN
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

10266

AIRPORT DIAGRAM

AL-717 (FAA)

KALAMAZOO/ BATTLE CREEK INTL (AZO)
KALAMAZOO, MICHIGAN



RWY 05-23
S-30, D-45, 2D-60
RWY 09-27
S-30, D-60
RWY 17-35
S-85, D-121, 2S-153, 2D-240

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
10266

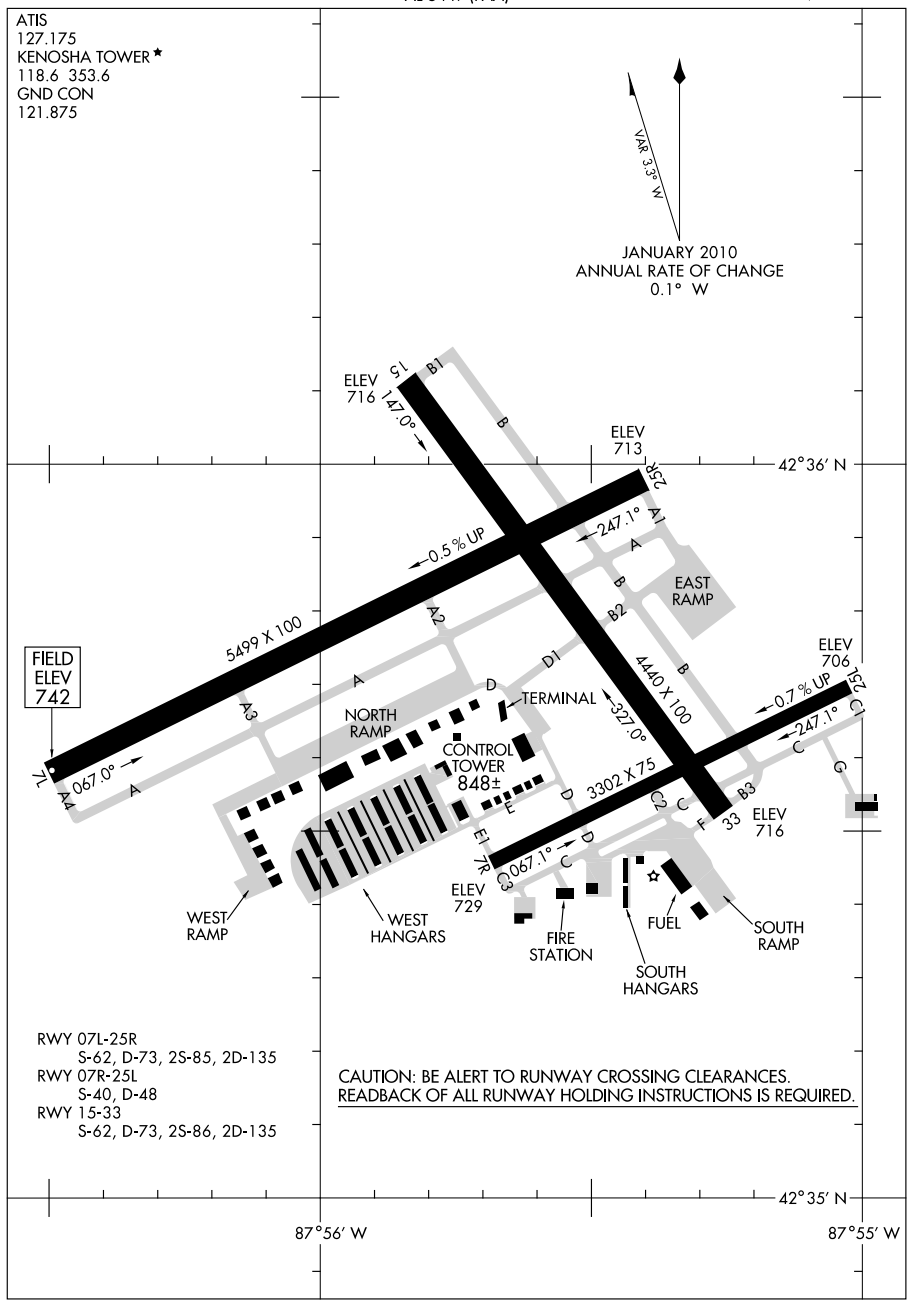
KALAMAZOO, MICHIGAN
KALAMAZOO/ BATTLE CREEK INTL (AZO)

10210

AIRPORT DIAGRAM

AL-5449 (FAA)

KENOSHA RGNL(ENW)
KENOSHA, WISCONSIN



RWY 07L-25R
S-62, D-73, 2S-85, 2D-135
RWY 07R-25L
S-40, D-48
RWY 15-33
S-62, D-73, 2S-86, 2D-135

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
10210

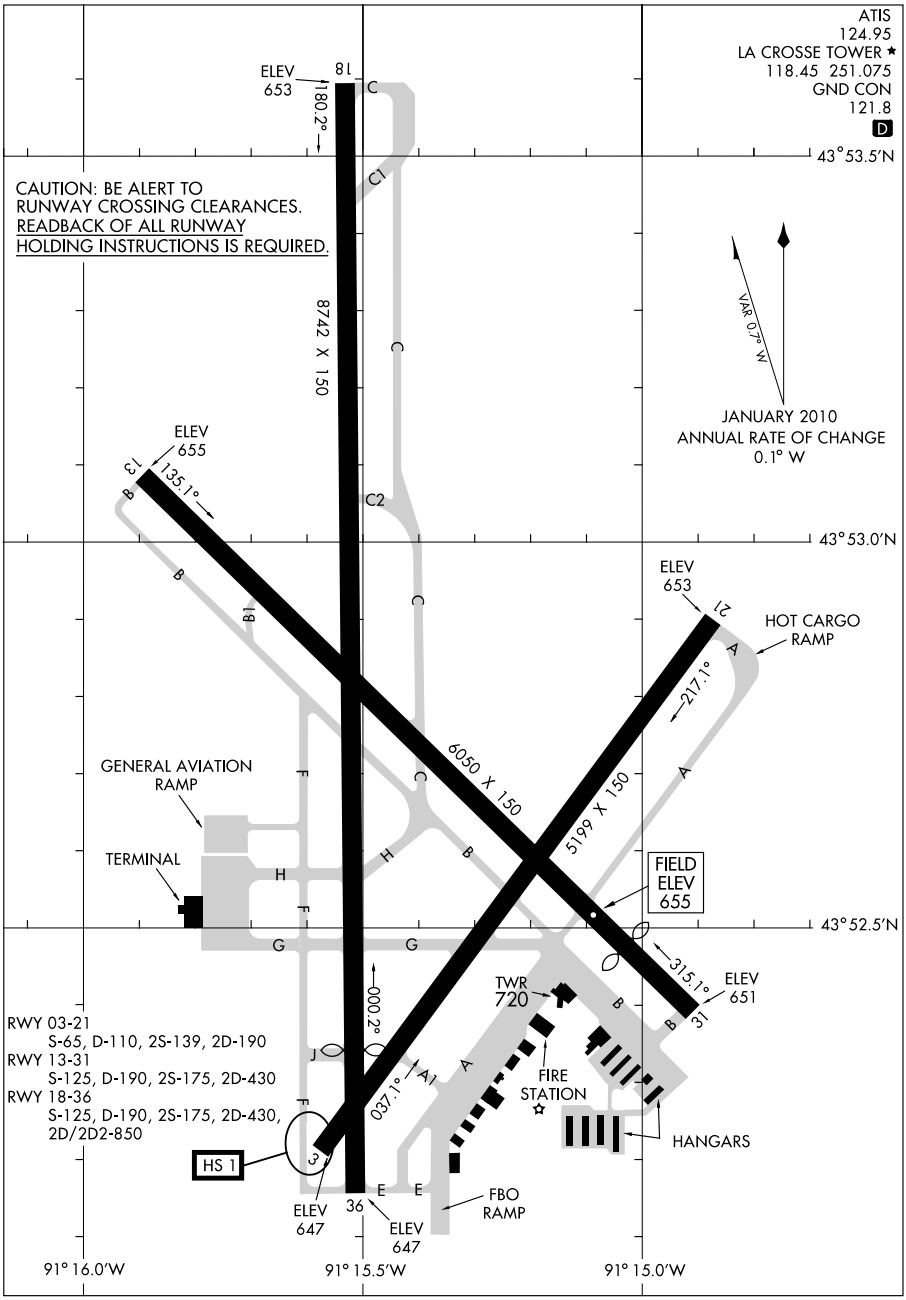
KENOSHA, WISCONSIN
KENOSHA RGNL(ENW)

10266

AIRPORT DIAGRAM

AL-219 (FAA)

LA CROSSE MUNI (LSE)
LA CROSSE, WISCONSIN



AIRPORT DIAGRAM

10266

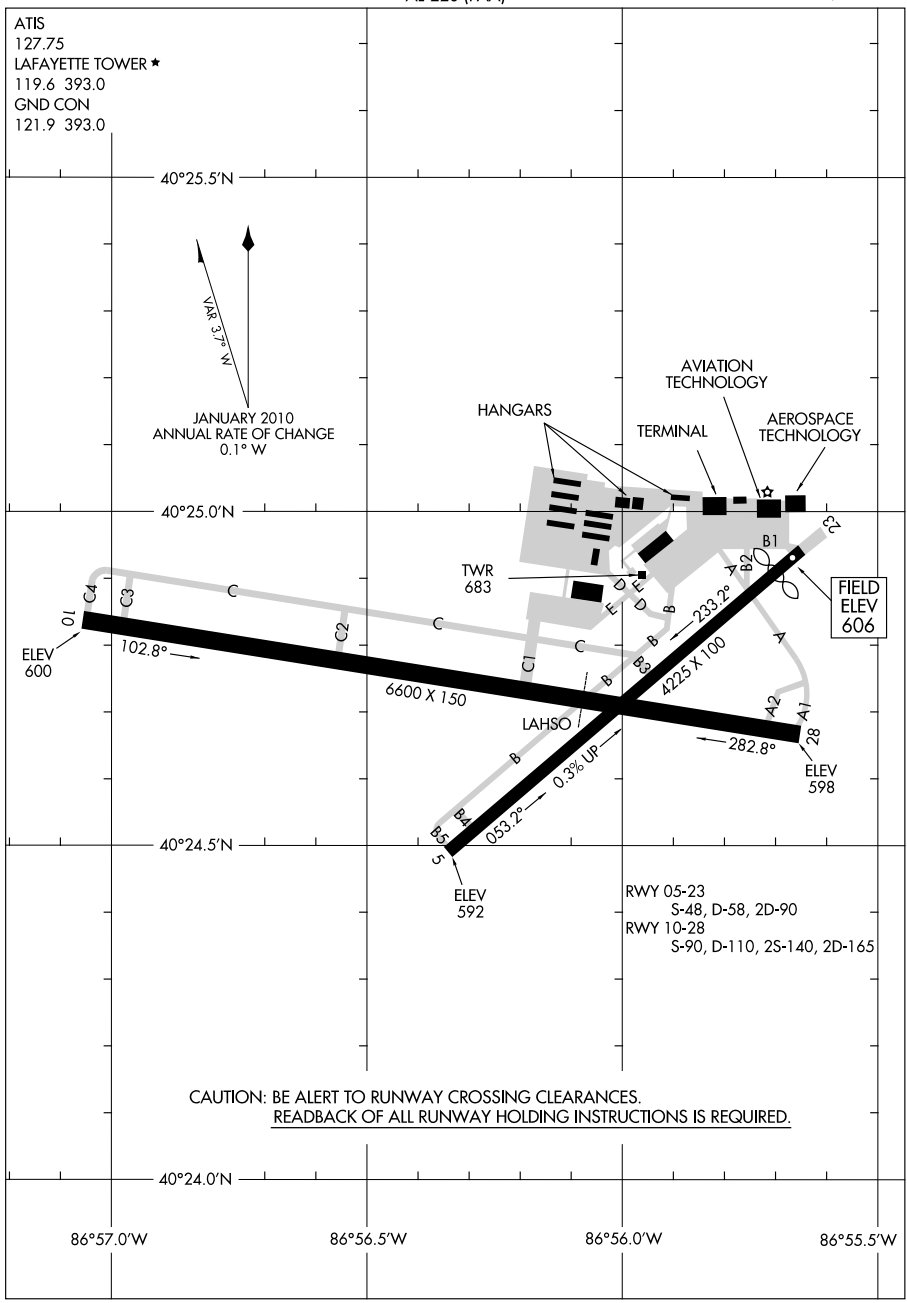
LA CROSSE, WISCONSIN
LA CROSSE MUNI (LSE)

10210

AIRPORT DIAGRAM

LAFAYETTE/ PURDUE UNIVERSITY (LAF)
LAFAYETTE, INDIANA

AL-220 (FAA)



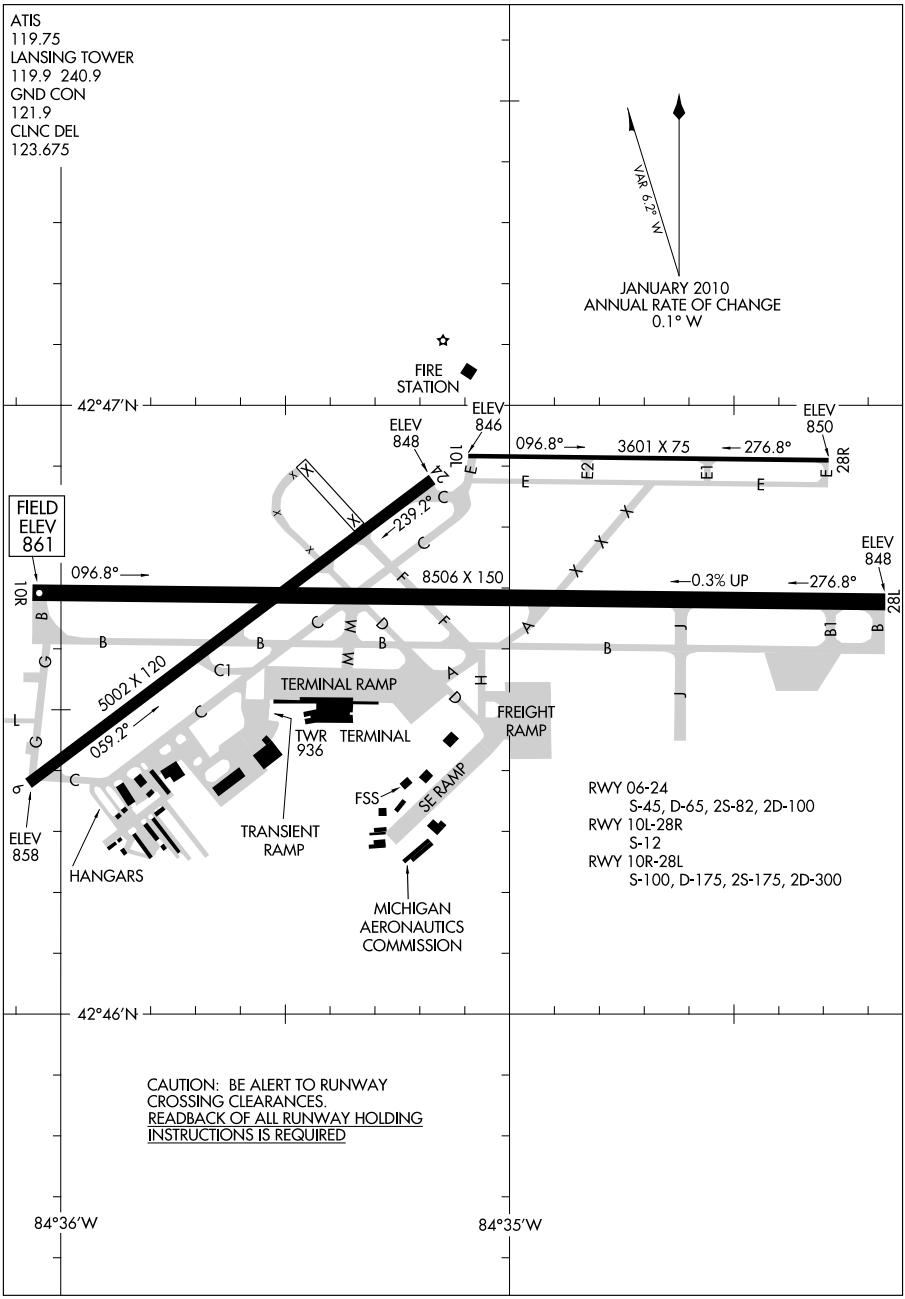
AIRPORT DIAGRAM
LAFAYETTE, INDIANA
LAFAYETTE/ PURDUE UNIVERSITY (LAF)
10210

10210

AIRPORT DIAGRAM

AL-224 (FAA)

LANSING/ CAPITAL REGION INTL (LAN)
LANSING, MICHIGAN



AIRPORT DIAGRAM
10210

LANSING, MICHIGAN
LANSING/ CAPITAL REGION INTL (LAN)

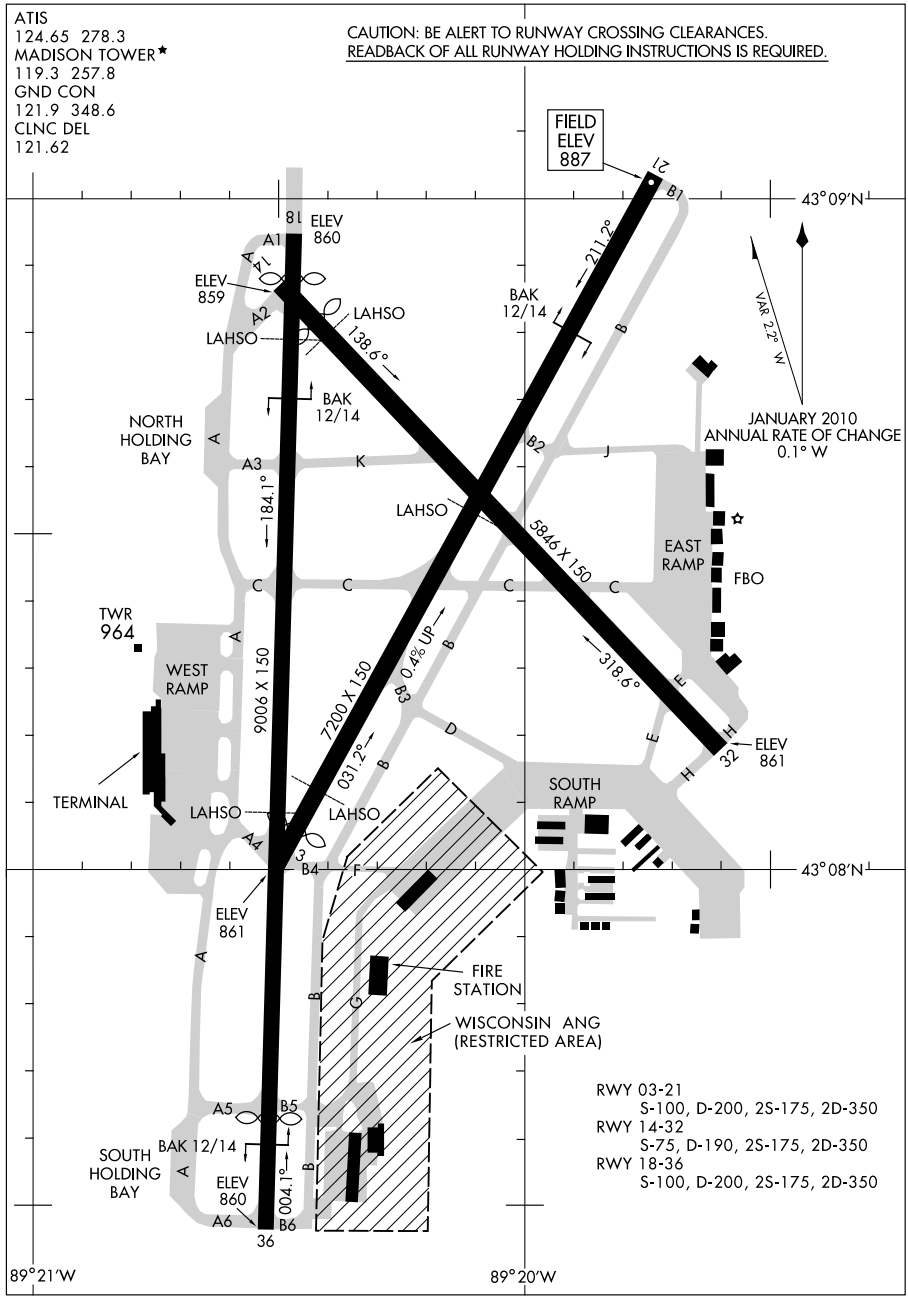
10210

AIRPORT DIAGRAM

MADISON/DANE COUNTY RGNL TRUAX FIELD (MSN)
AL-245 (FAA)
MADISON, WISCONSIN

ATIS
124.65 278.3
MADISON TOWER★
119.3 257.8
GND CON
121.9 348.6
CLNC DEL
121.62

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



RWY 03-21
S-100, D-200, 2S-175, 2D-350
RWY 14-32
S-75, D-190, 2S-175, 2D-350
RWY 18-36
S-100, D-200, 2S-175, 2D-350

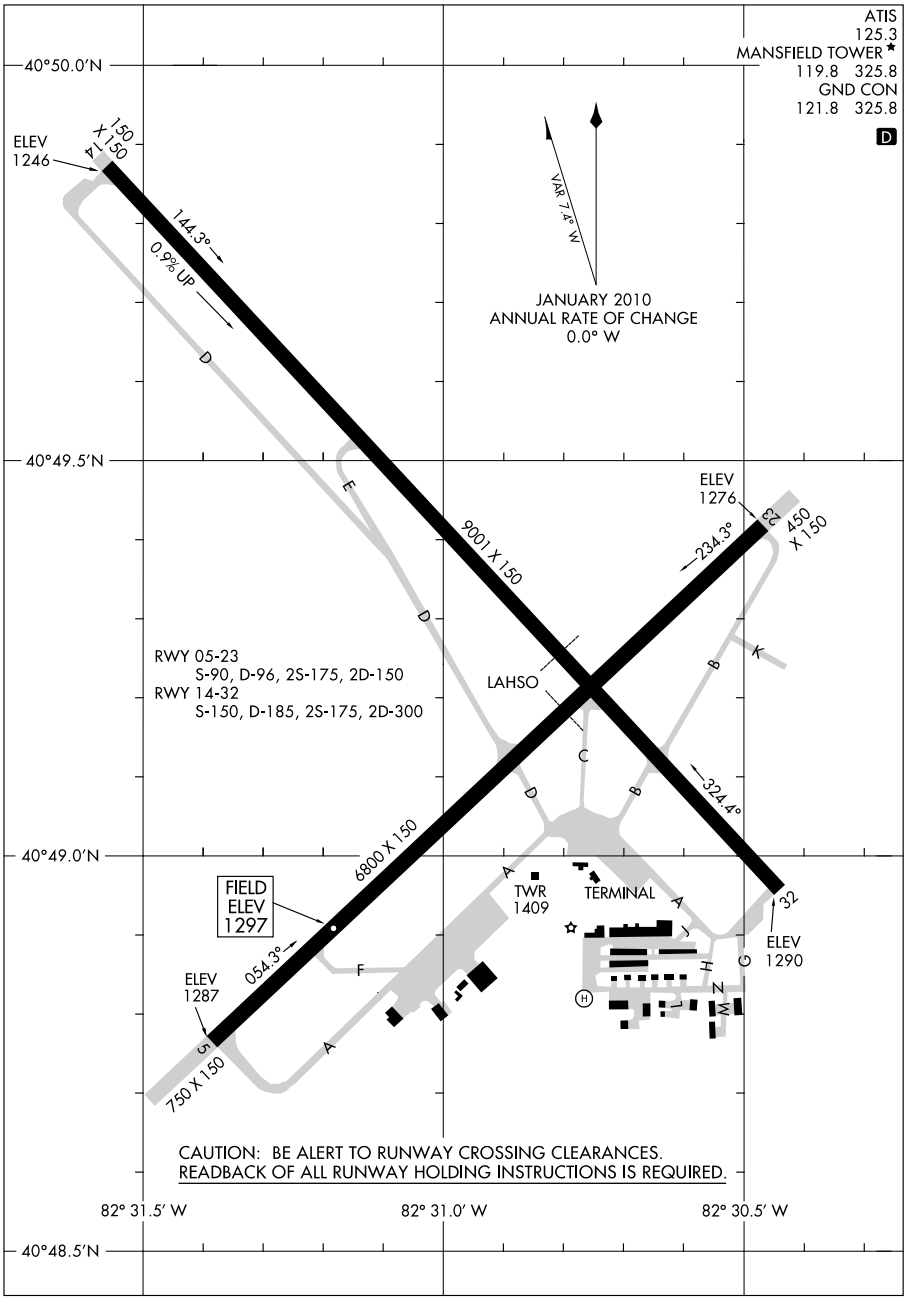
AIRPORT DIAGRAM
10210
MADISON, WISCONSIN
MADISON/DANE COUNTY RGNL TRUAX FIELD (MSN)

10210

AIRPORT DIAGRAM

AL-860 (FAA)

MANSFIELD LAHM RGNL (MFD)
MANSFIELD, OHIO



AIRPORT DIAGRAM

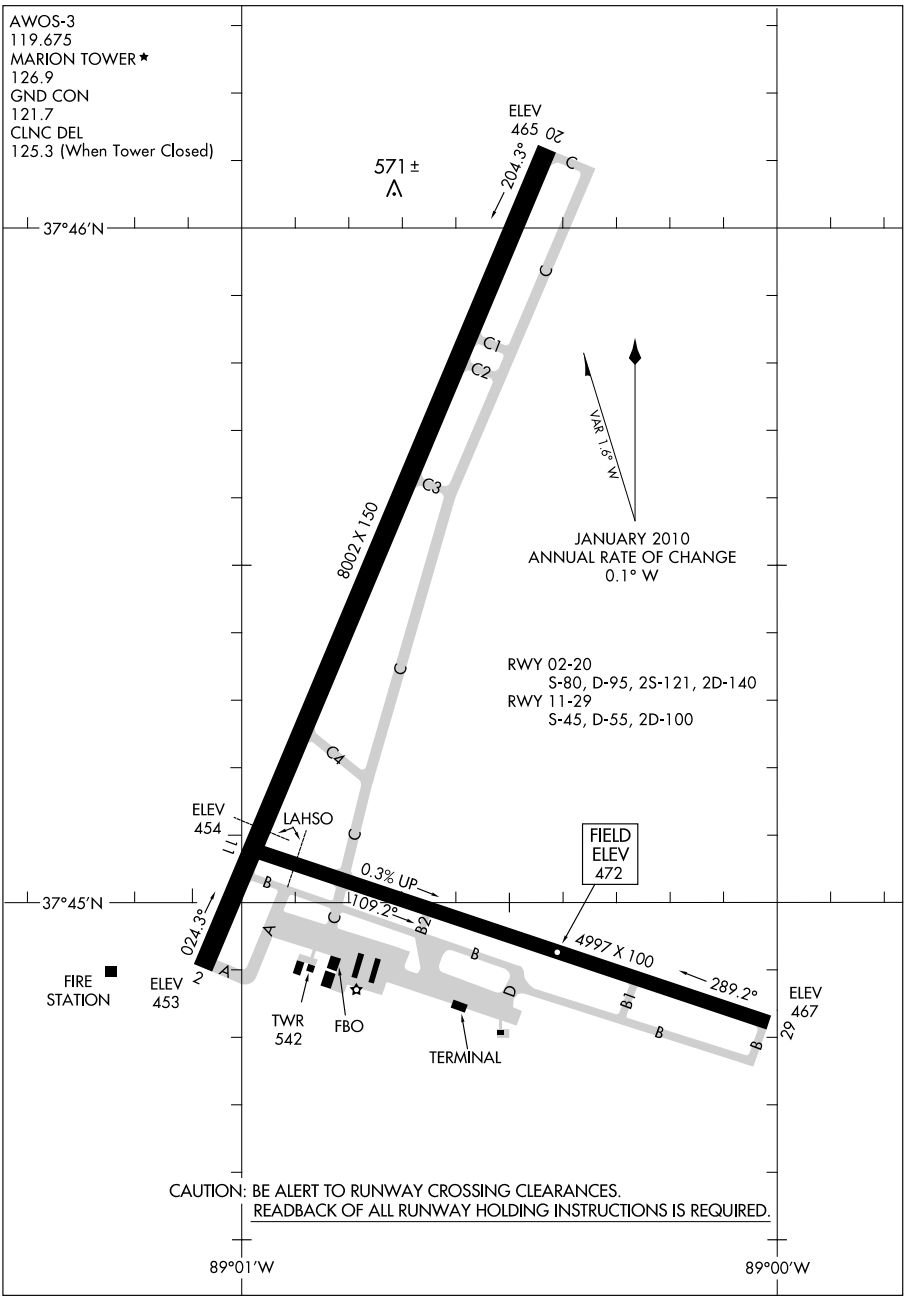
10210

MANSFIELD, OHIO
MANSFIELD LAHM RGNL (MFD)

10210

AIRPORT DIAGRAM

MARION/WILLIAMSON COUNTY RGNL (MWA)
AL-5215 (FAA)
MARION, ILLINOIS



AIRPORT DIAGRAM

10210

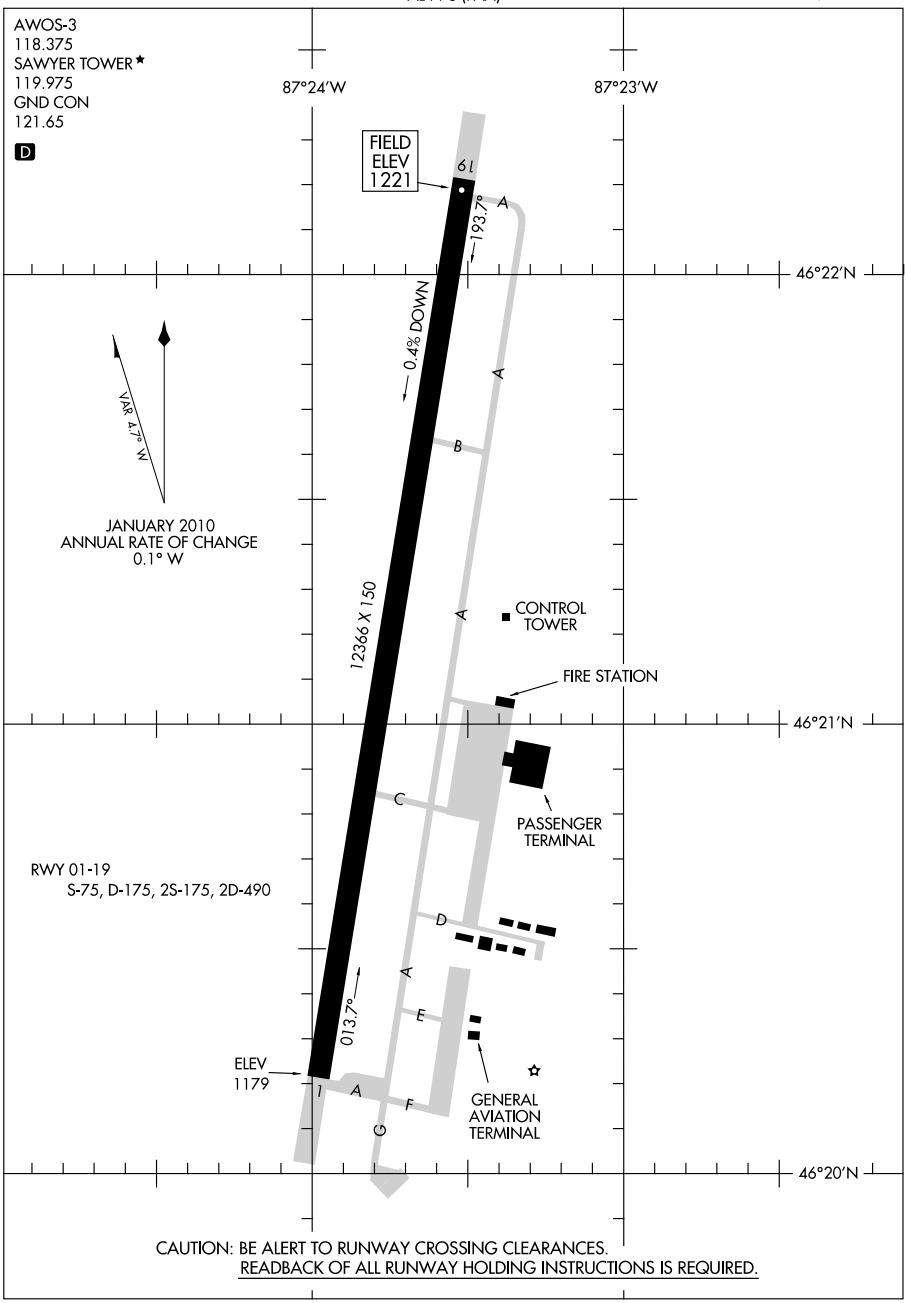
MARION, ILLINOIS
MARION/WILLIAMSON COUNTY RGNL (MWA)

10210

AIRPORT DIAGRAM

MARQUETTE/ SAWYER INTL (SAW)
MARQUETTE, MICHIGAN

AL-773 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

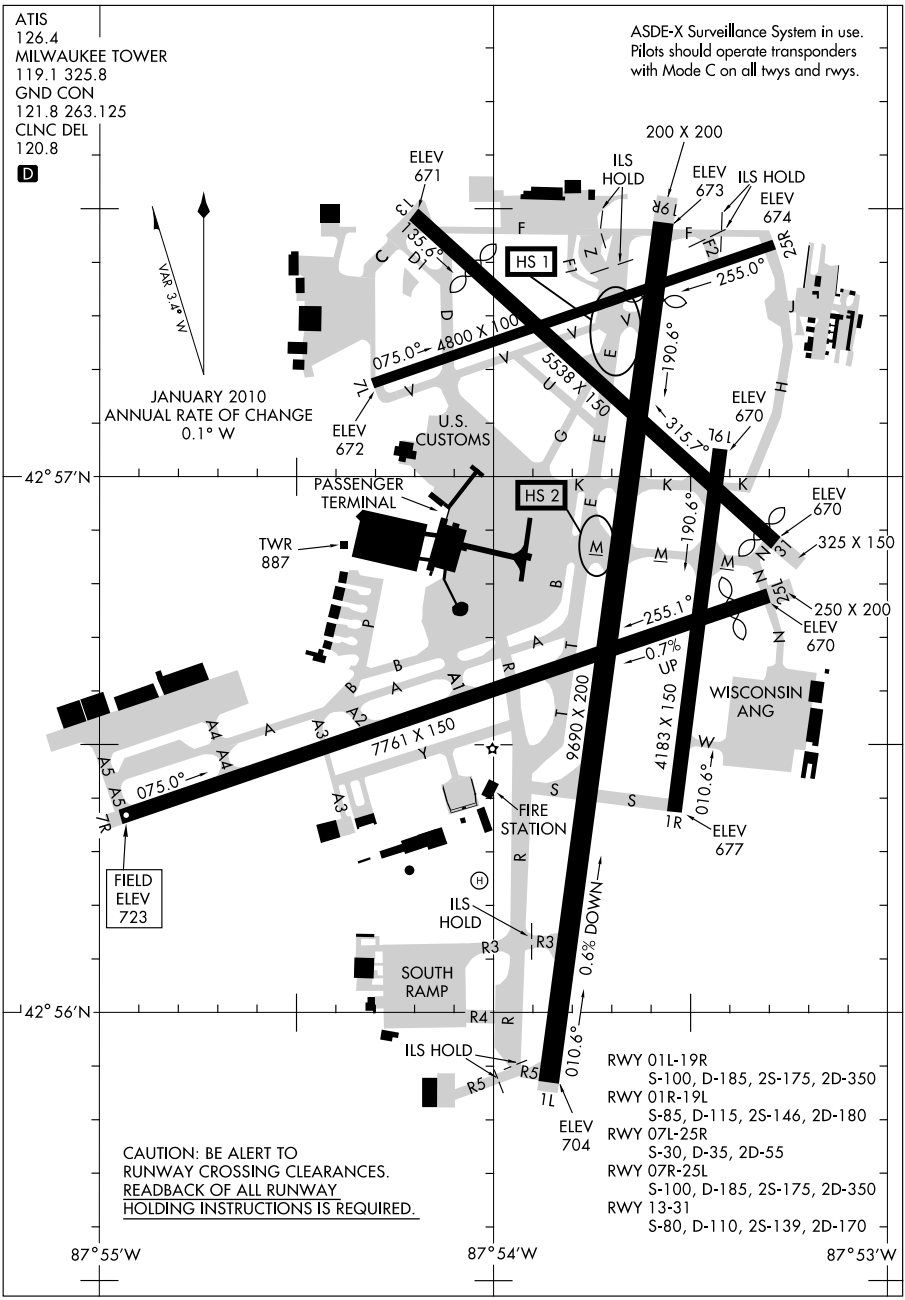
AIRPORT DIAGRAM
10210
MARQUETTE, MICHIGAN
MARQUETTE/ SAWYER INTL (SAW)

10266

AIRPORT DIAGRAM

AL-262 (FAA)

MILWAUKEE/GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN



AIRPORT DIAGRAM

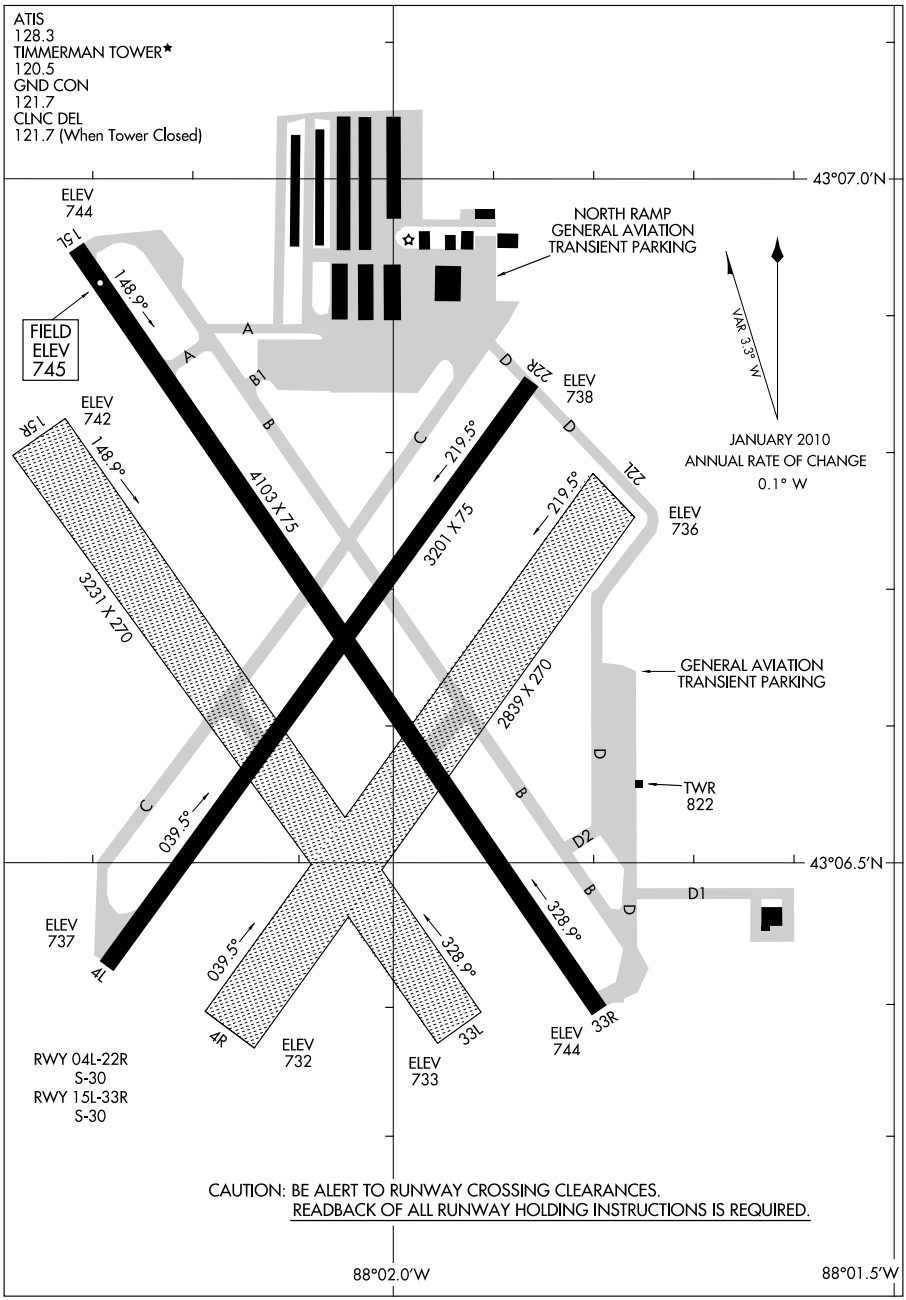
10266

MILWAUKEE, WISCONSIN
MILWAUKEE/GENERAL MITCHELL INTL (MKE)

10210

AIRPORT DIAGRAM

MILWAUKEE/ LAWRENCE J. TIMMERMAN(MWC)
AL-5077 (FAA)
MILWAUKEE, WISCONSIN



AIRPORT DIAGRAM

10210

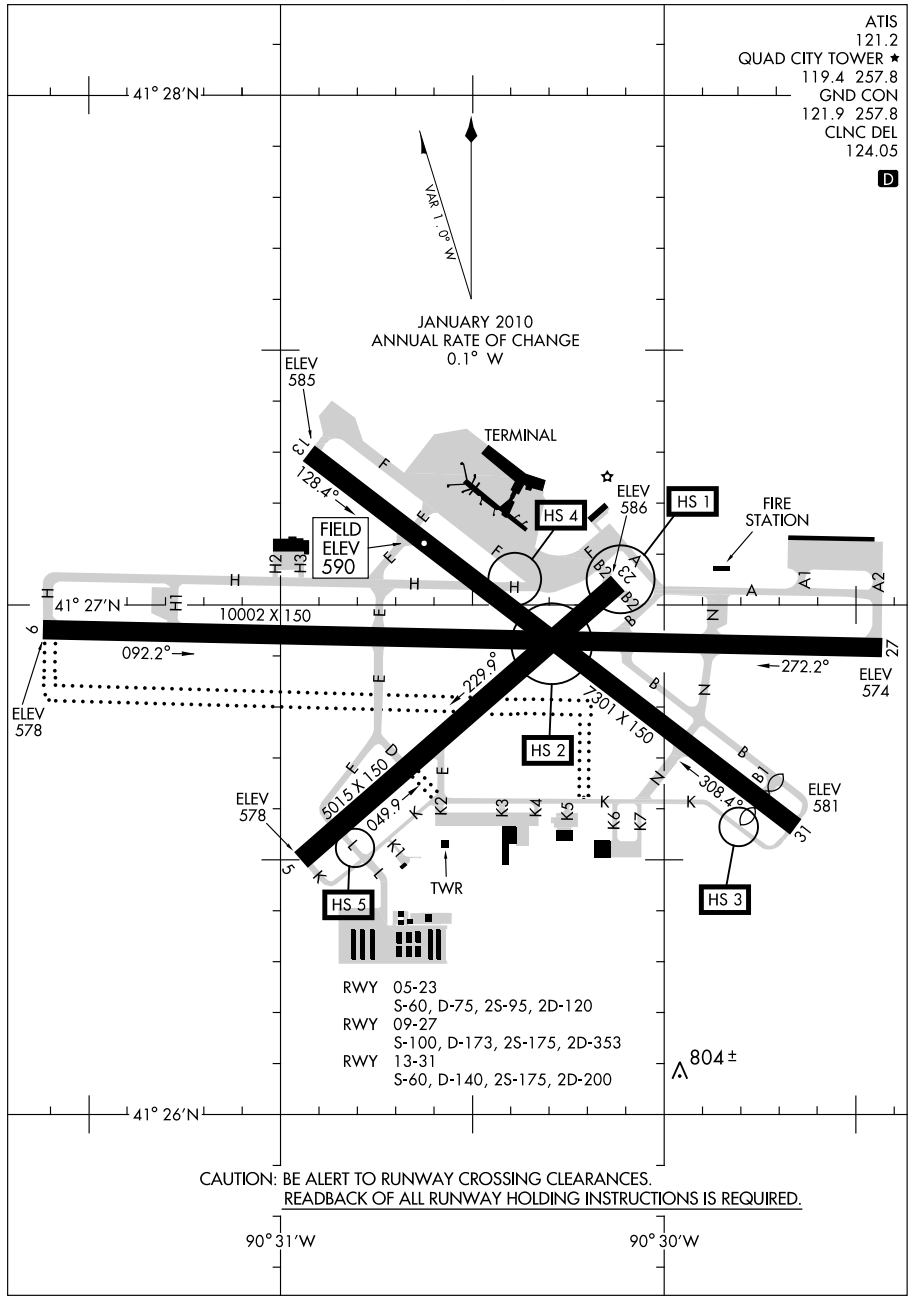
MILWAUKEE, WISCONSIN
MILWAUKEE/ LAWRENCE J. TIMMERMAN(MWC)

10266

AIRPORT DIAGRAM

MOLINE/QUAD CITY INTL (MLI)
MOLINE, ILLINOIS

AL-269 (FAA)



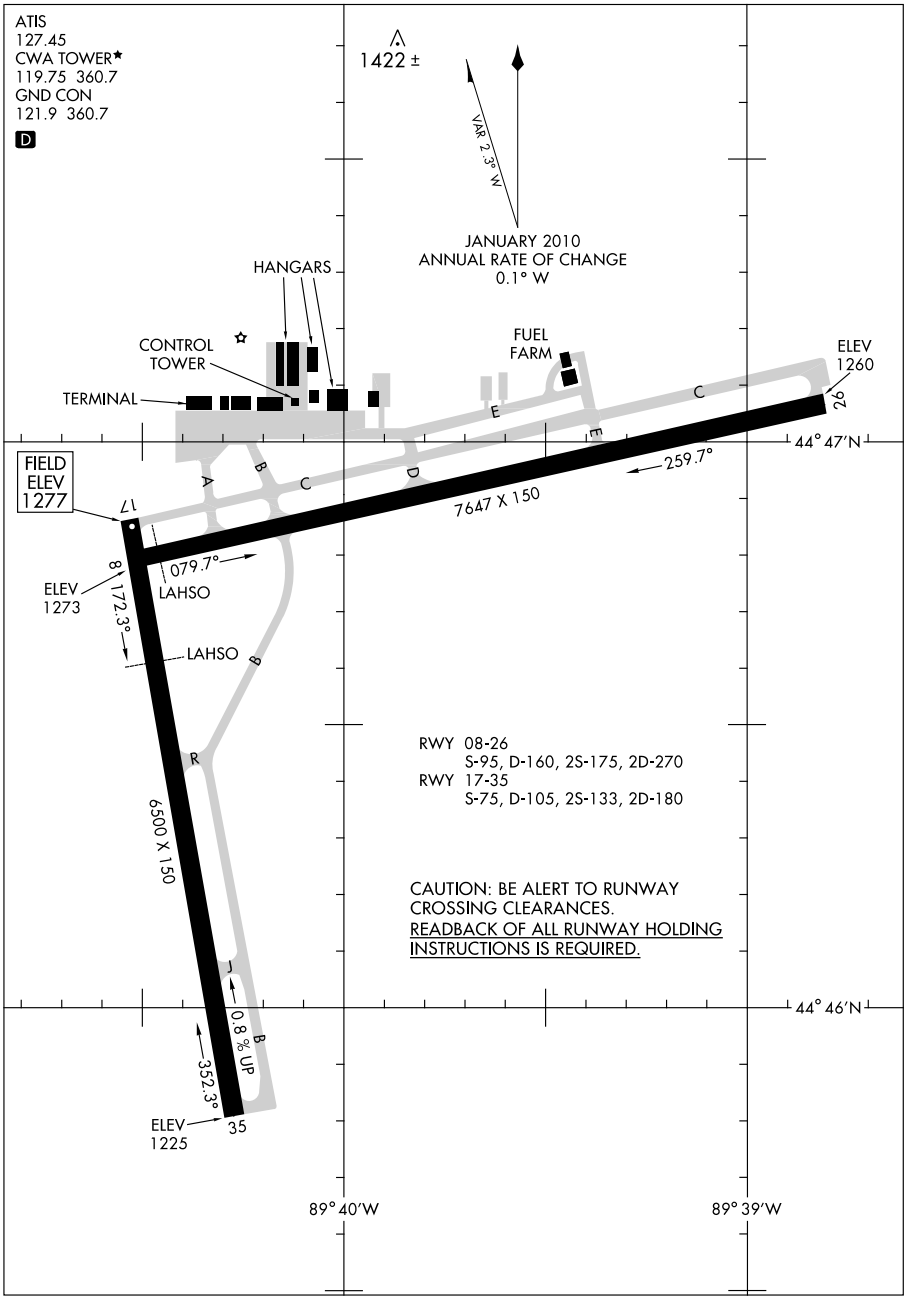
AIRPORT DIAGRAM
10266
MOLINE, ILLINOIS
MOLINE/QUAD CITY INTL (MLI)

10210

AIRPORT DIAGRAM

MOSINEE/CENTRAL WISCONSIN (CWA)
MOSINEE, WISCONSIN

AL-5674 (FAA)



AIRPORT DIAGRAM

10210

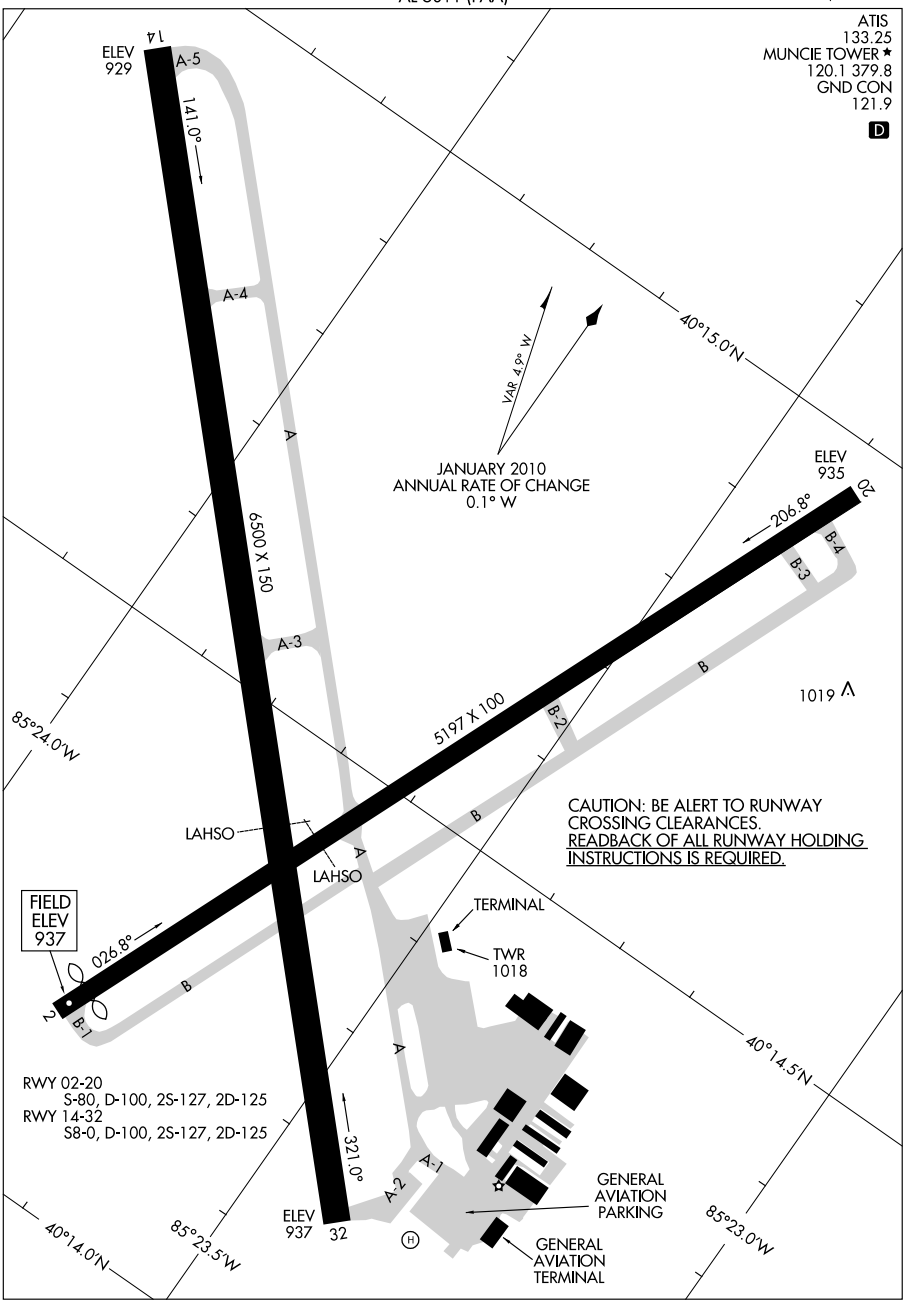
MOSINEE, WISCONSIN
MOSINEE/CENTRAL WISCONSIN (CWA)

10210

AIRPORT DIAGRAM

MUNCIE/ DELAWARE COUNTY RGNL (MIE)
MUNCIE, INDIANA

AL-5011 (FAA)



AIRPORT DIAGRAM

10210

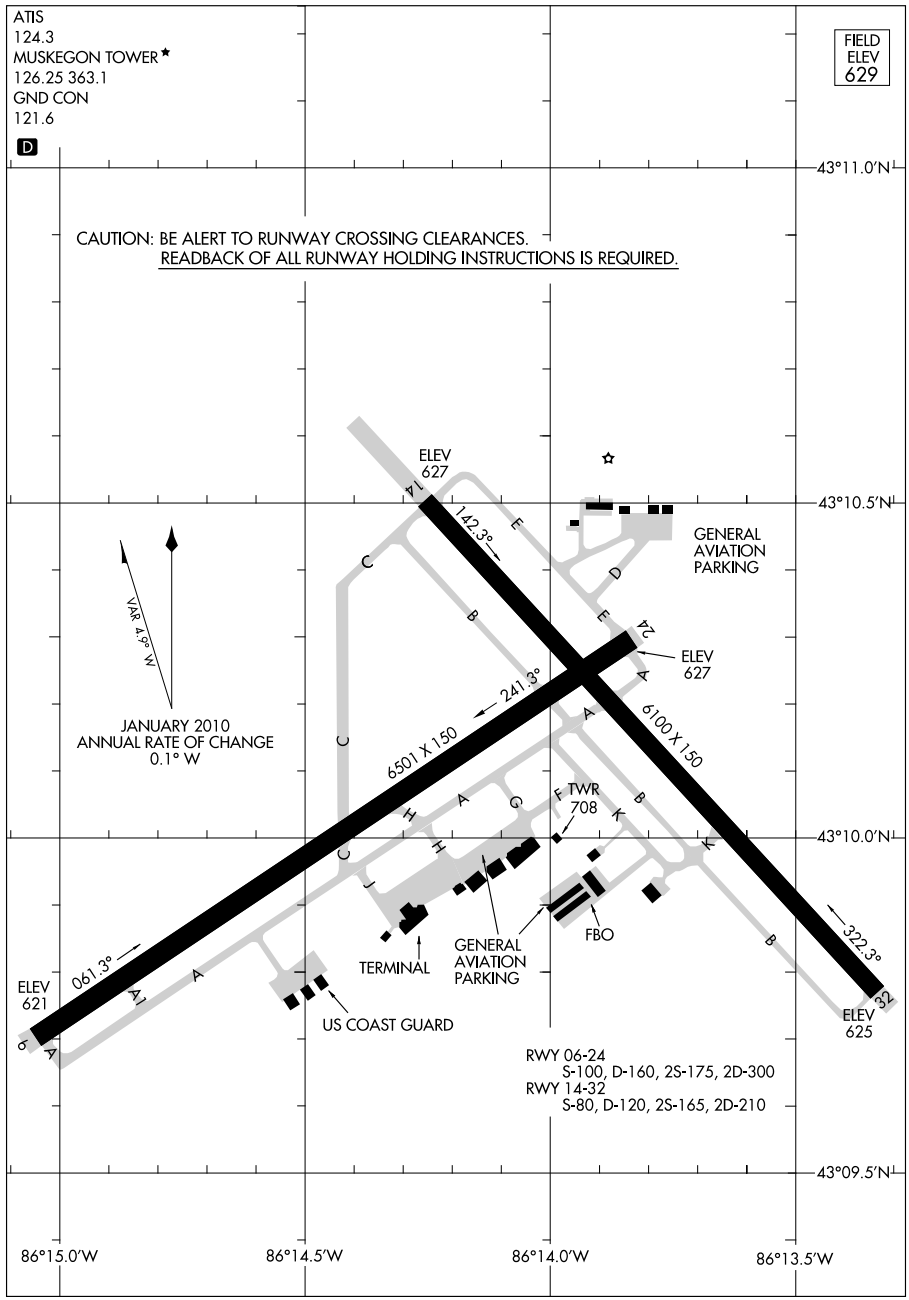
MUNCIE, INDIANA
MUNCIE/ DELAWARE COUNTY RGNL (MIE)

10210

AIRPORT DIAGRAM

AL-278 (FAA)

MUSKEGON COUNTY (MKG)
MUSKEGON, MICHIGAN



AIRPORT DIAGRAM

10210

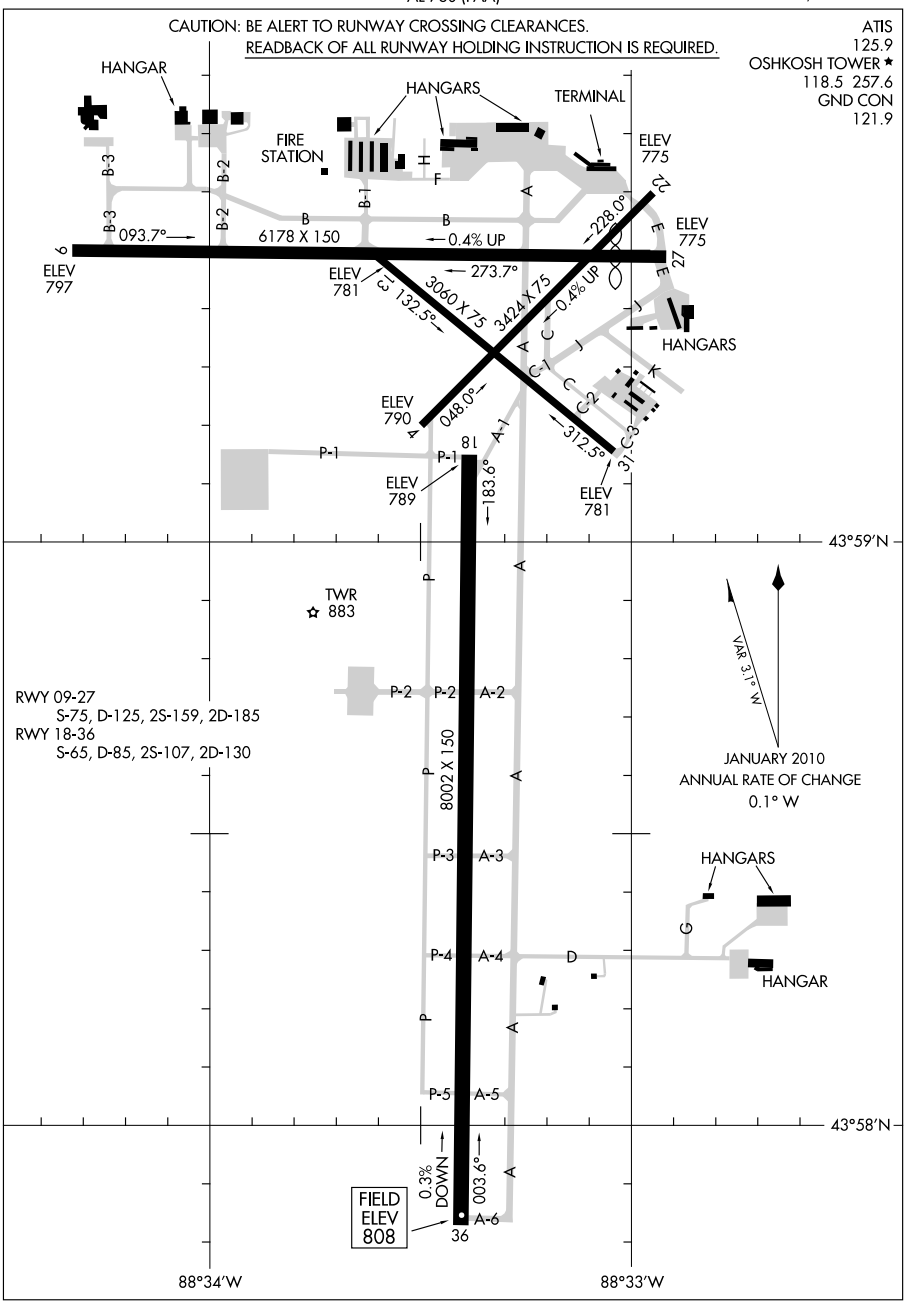
MUSKEGON, MICHIGAN
MUSKEGON COUNTY (MKG)

10210

AIRPORT DIAGRAM

AL-730 (FAA)

OSHKOSH/ WITTMAN RGNL (OSH)
OSHKOSH, WISCONSIN



AIRPORT DIAGRAM

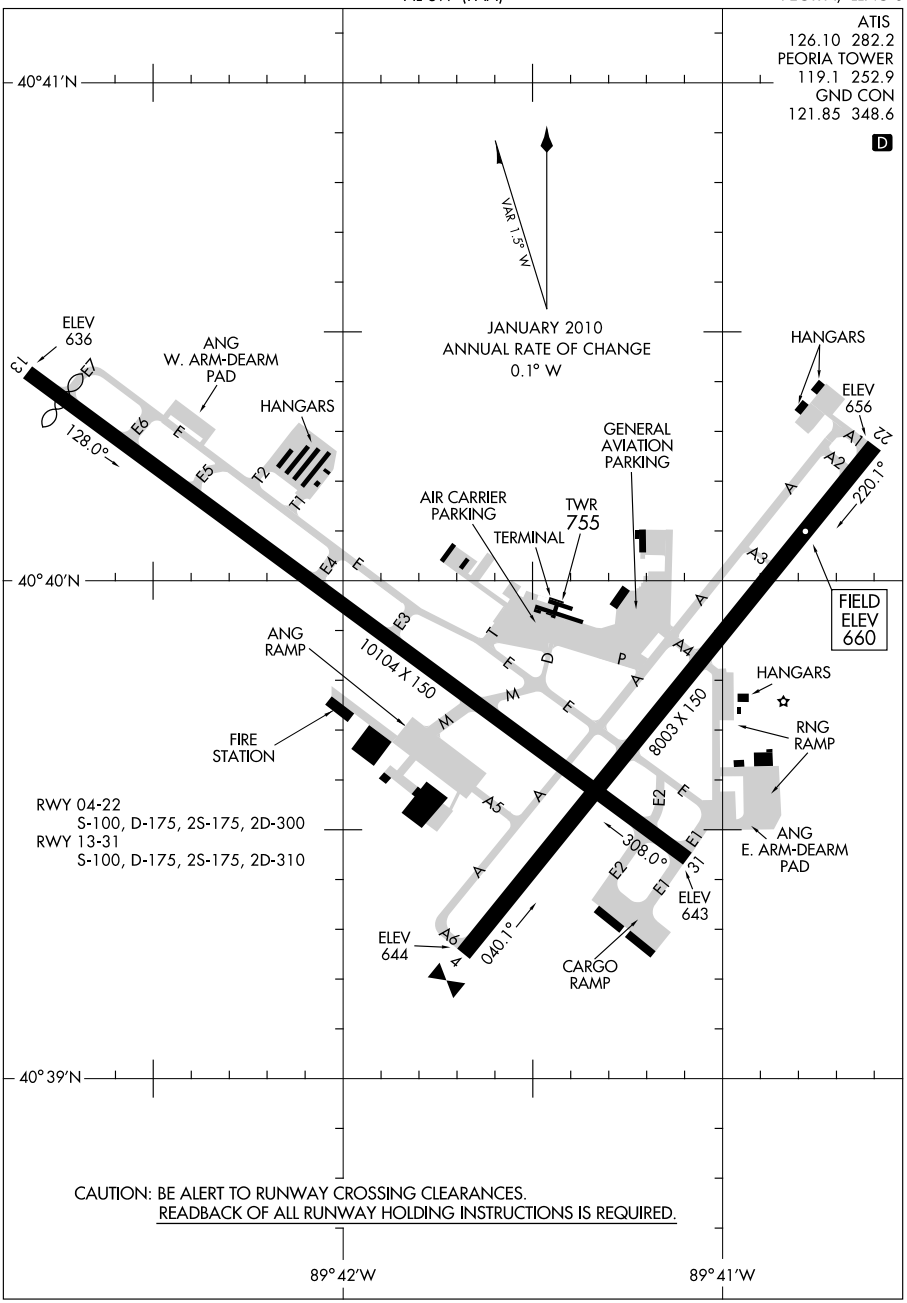
10210

OSHKOSH, WISCONSIN
OSHKOSH/ WITTMAN RGNL (OSH)

10210

AIRPORT DIAGRAM

PEORIA/ GENERAL DOWNING-PEORIA INTL (PIA)
AL-597 (FAA)
PEORIA, ILLINOIS



AIRPORT DIAGRAM

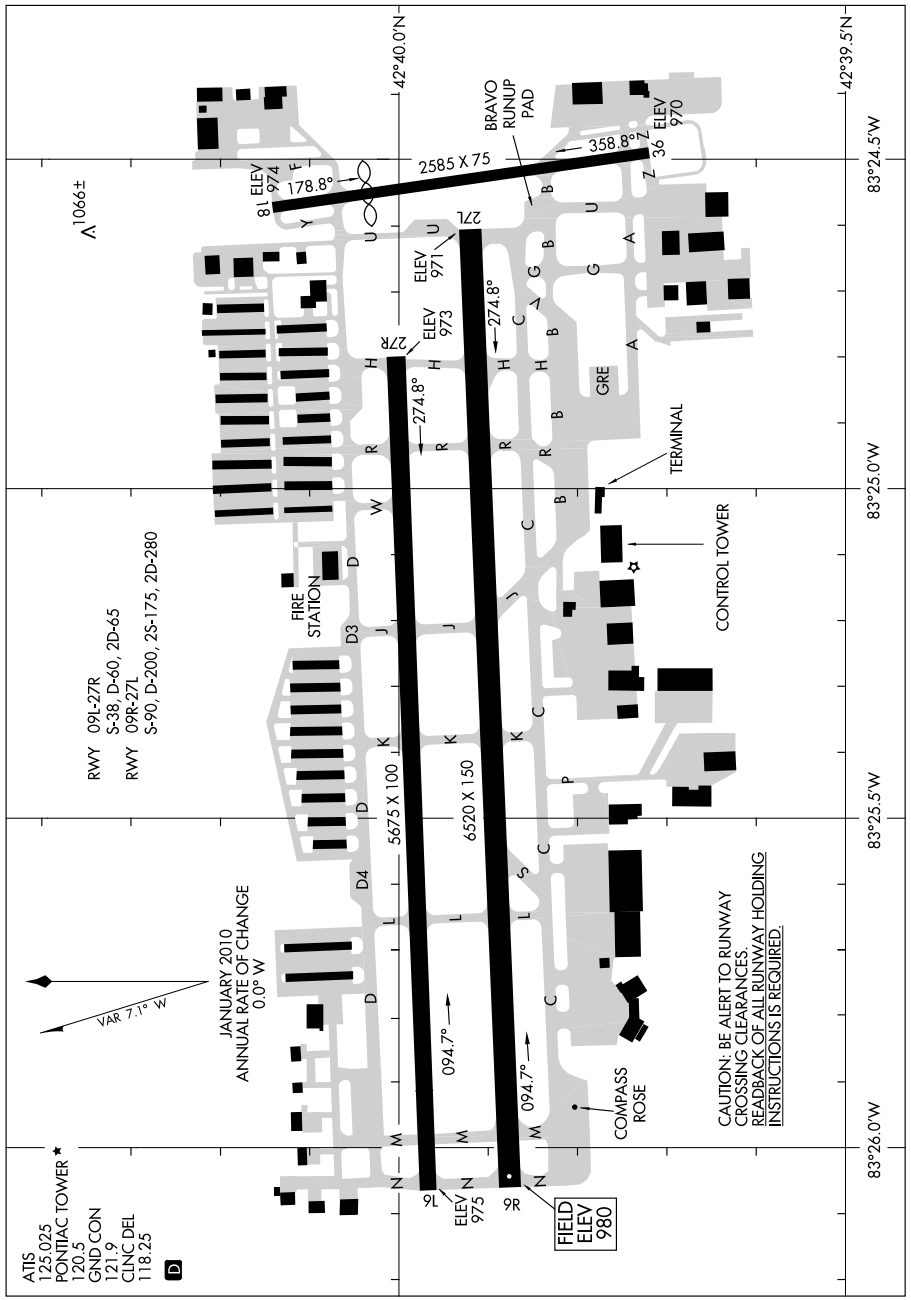
PEORIA, ILLINOIS
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)
10210

10210

AIRPORT DIAGRAM

PONTIAC/OAKLAND COUNTY INTL (PTK)
PONTIAC, MICHIGAN

AL-5052 (FAA)



AIRPORT DIAGRAM

PONTIAC, MICHIGAN
PONTIAC/ OAKLAND COUNTY INTL (PTK)

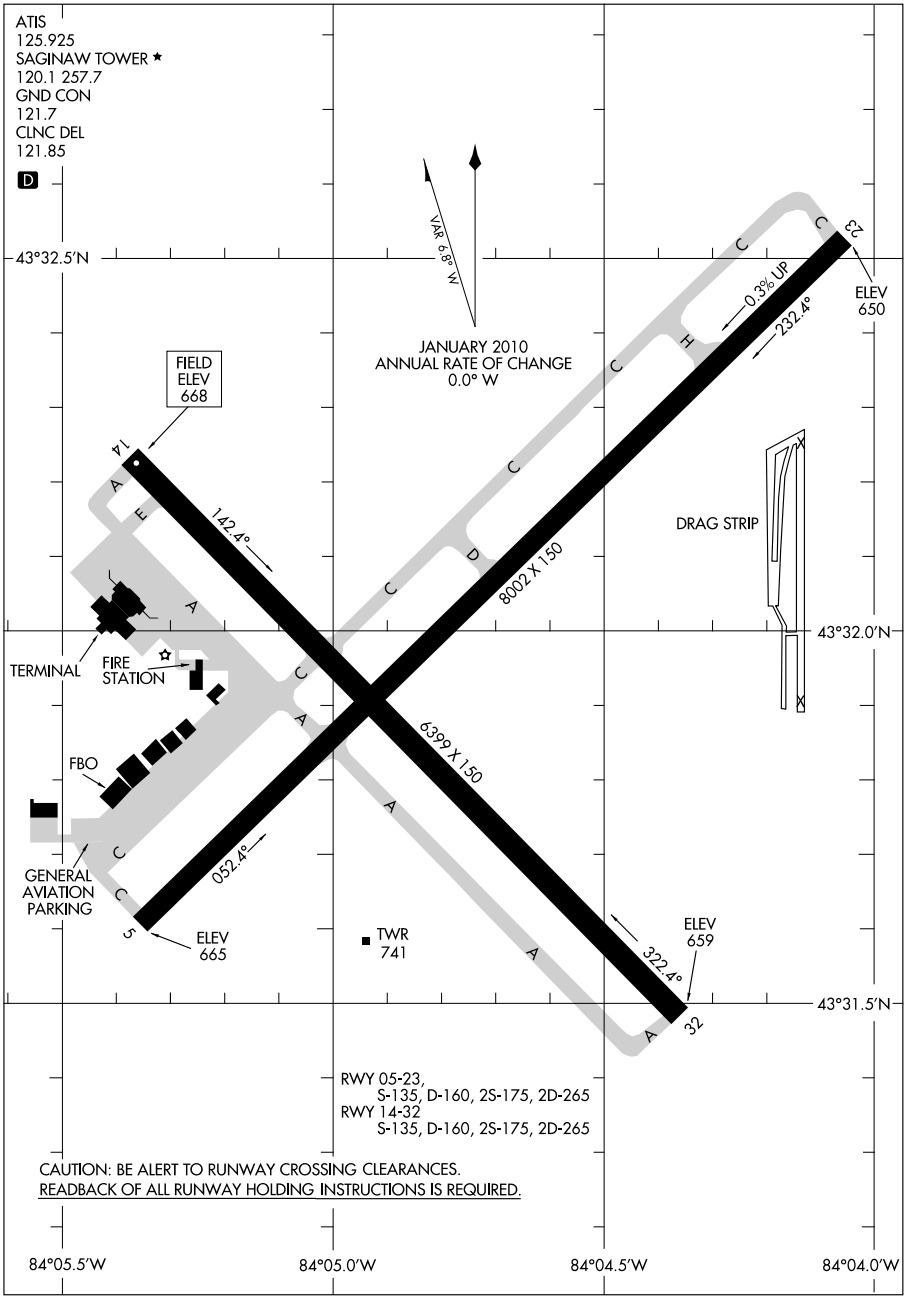
10210

10266

AIRPORT DIAGRAM

AL-648 (FAA)

SAGINAW / MBS INTL (MBS)
SAGINAW, MICHIGAN

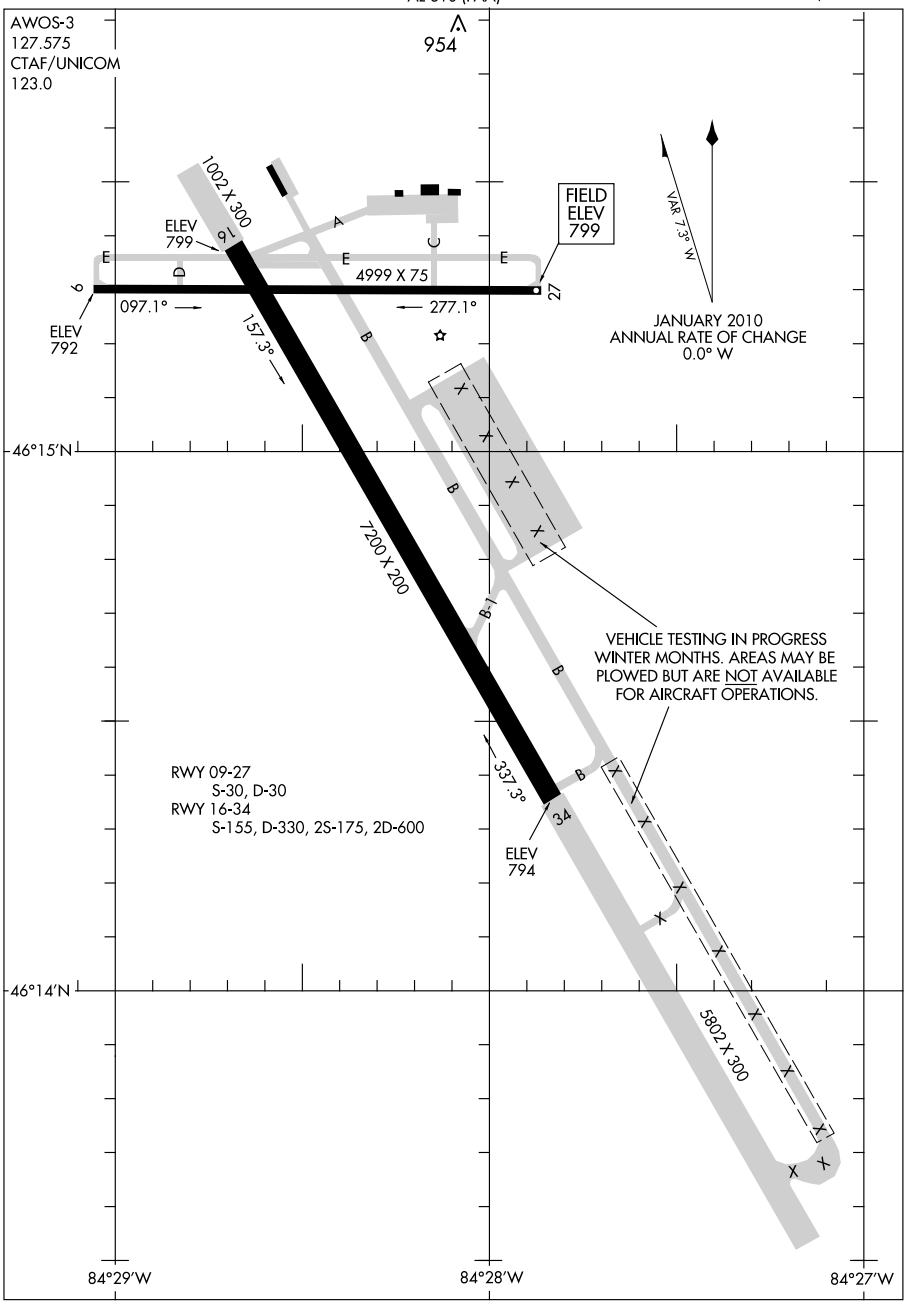


AIRPORT DIAGRAM
10266
SAGINAW, MICHIGAN
SAGINAW / MBS INTL (MBS)

10210

AIRPORT DIAGRAM

SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)
SAULT STE MARIE, MICHIGAN



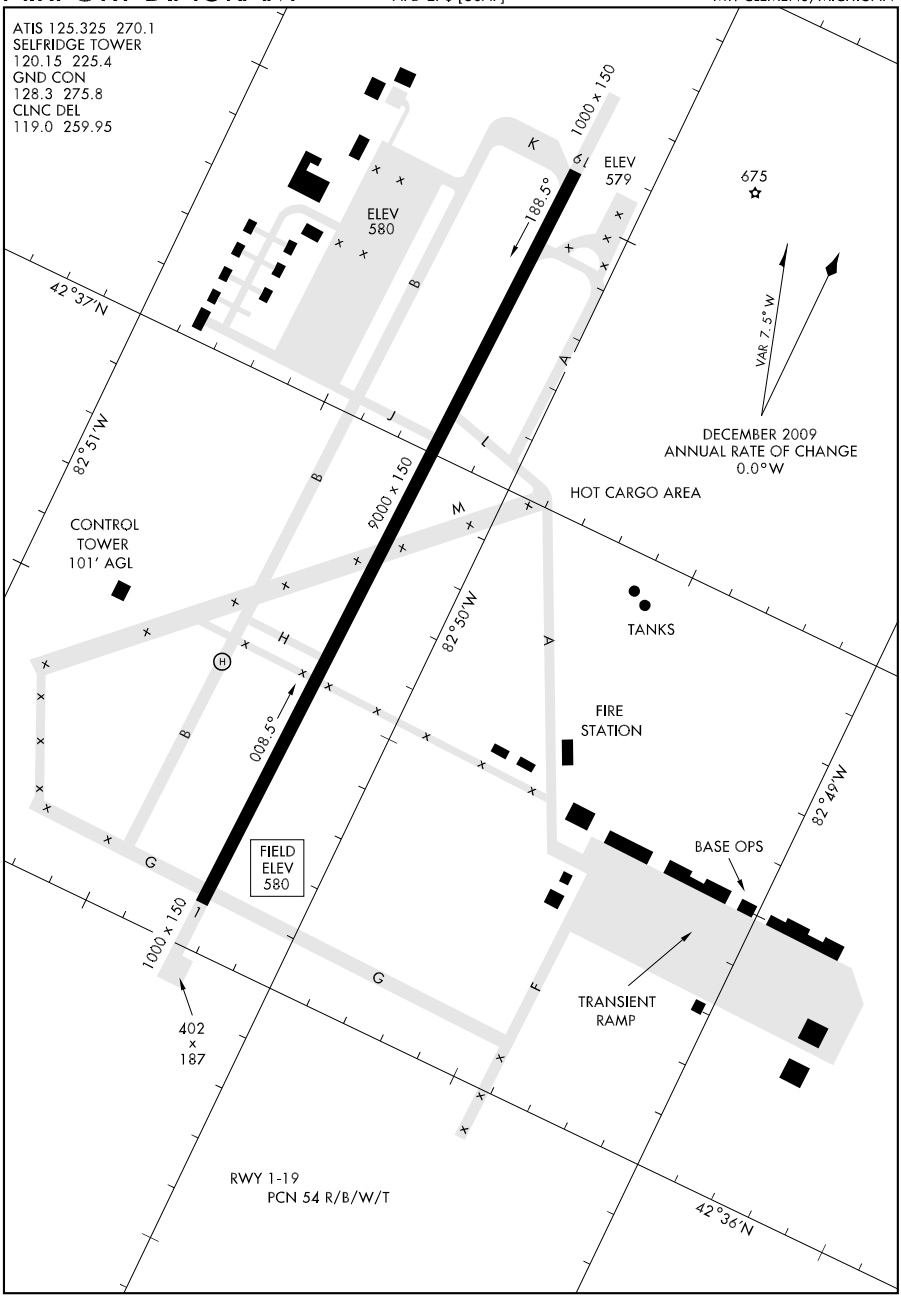
AIRPORT DIAGRAM
10210
SAULT STE MARIE, MICHIGAN
SAULT STE MARIE/ CHIPPEWA COUNTY INTL (CIU)

09351

AIRPORT DIAGRAM

AFD-276 [USAF]

SELFRIDGE ANGB (KMTC)
MT. CLEMENS, MICHIGAN



AIRPORT DIAGRAM

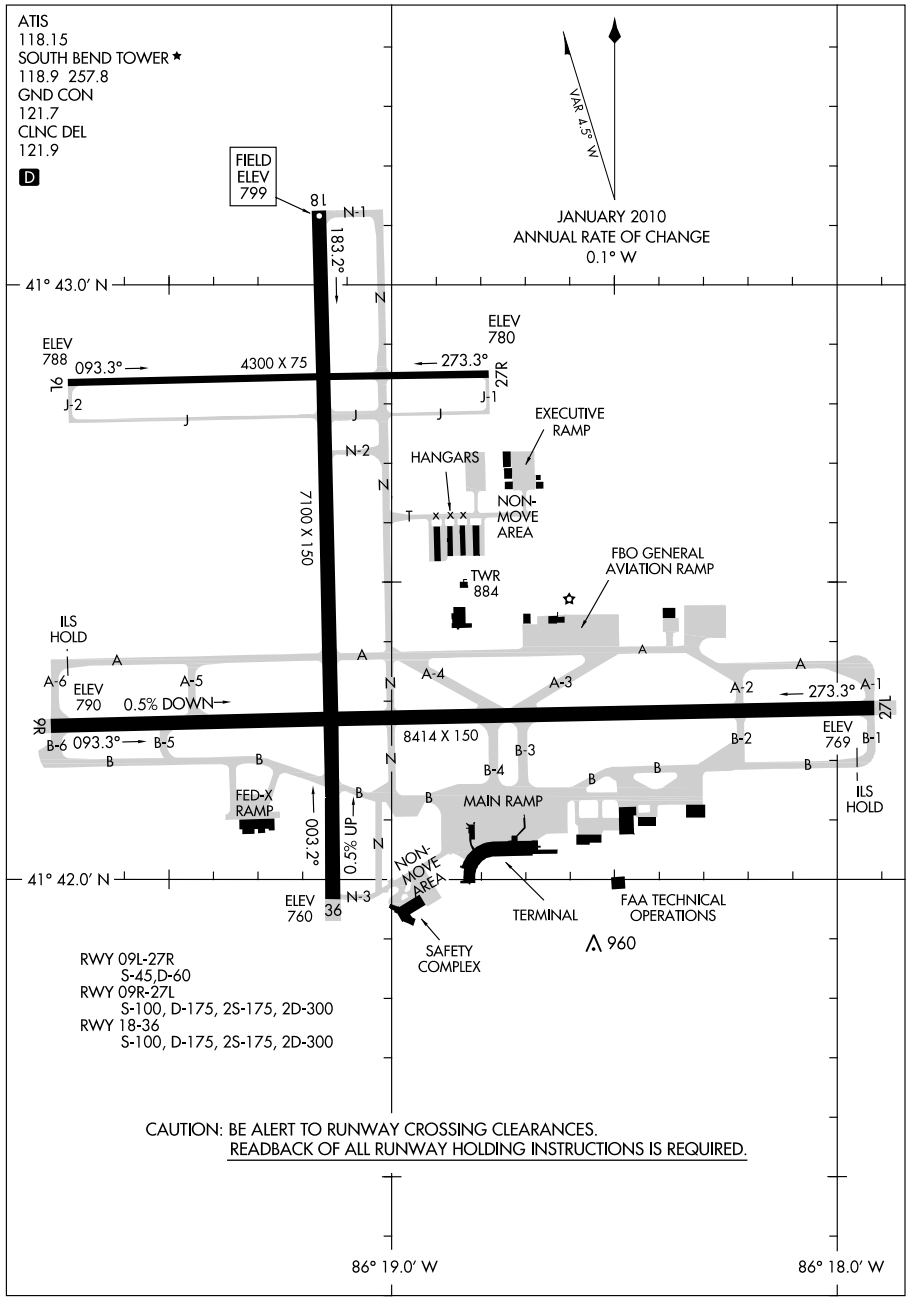
MT. CLEMENS, MICHIGAN
SELFRIDGE ANGB (KMTC)

10210

AIRPORT DIAGRAM

AL-399 (FAA)

SOUTH BEND RGNL (SBN)
SOUTH BEND, INDIANA



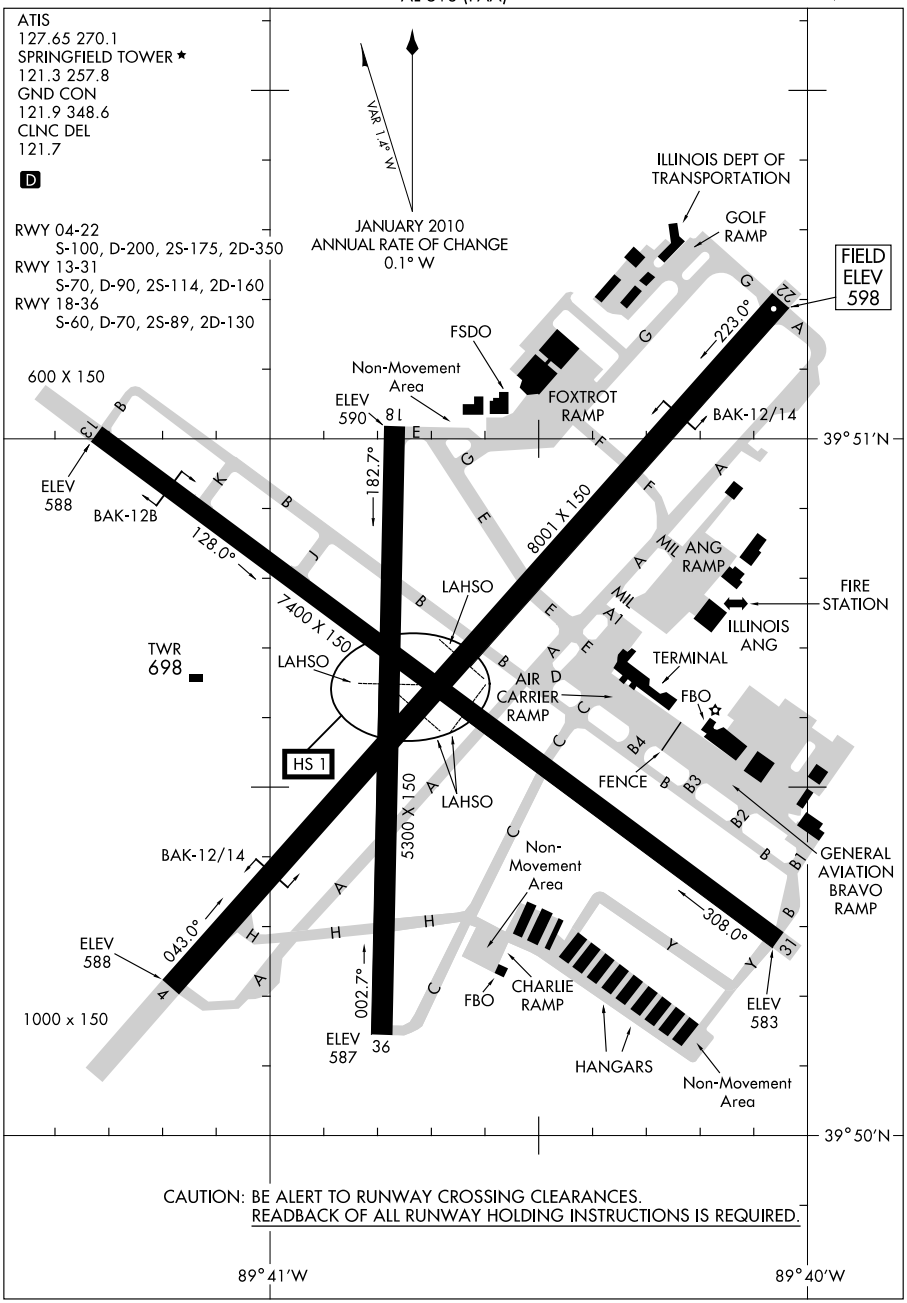
AIRPORT DIAGRAM
10210
SOUTH BEND, INDIANA
SOUTH BEND RGNL (SBN)

10266

AIRPORT DIAGRAM

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)
SPRINGFIELD, ILLINOIS

AL-518 (FAA)



AIRPORT DIAGRAM

SPRINGFIELD, ILLINOIS
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

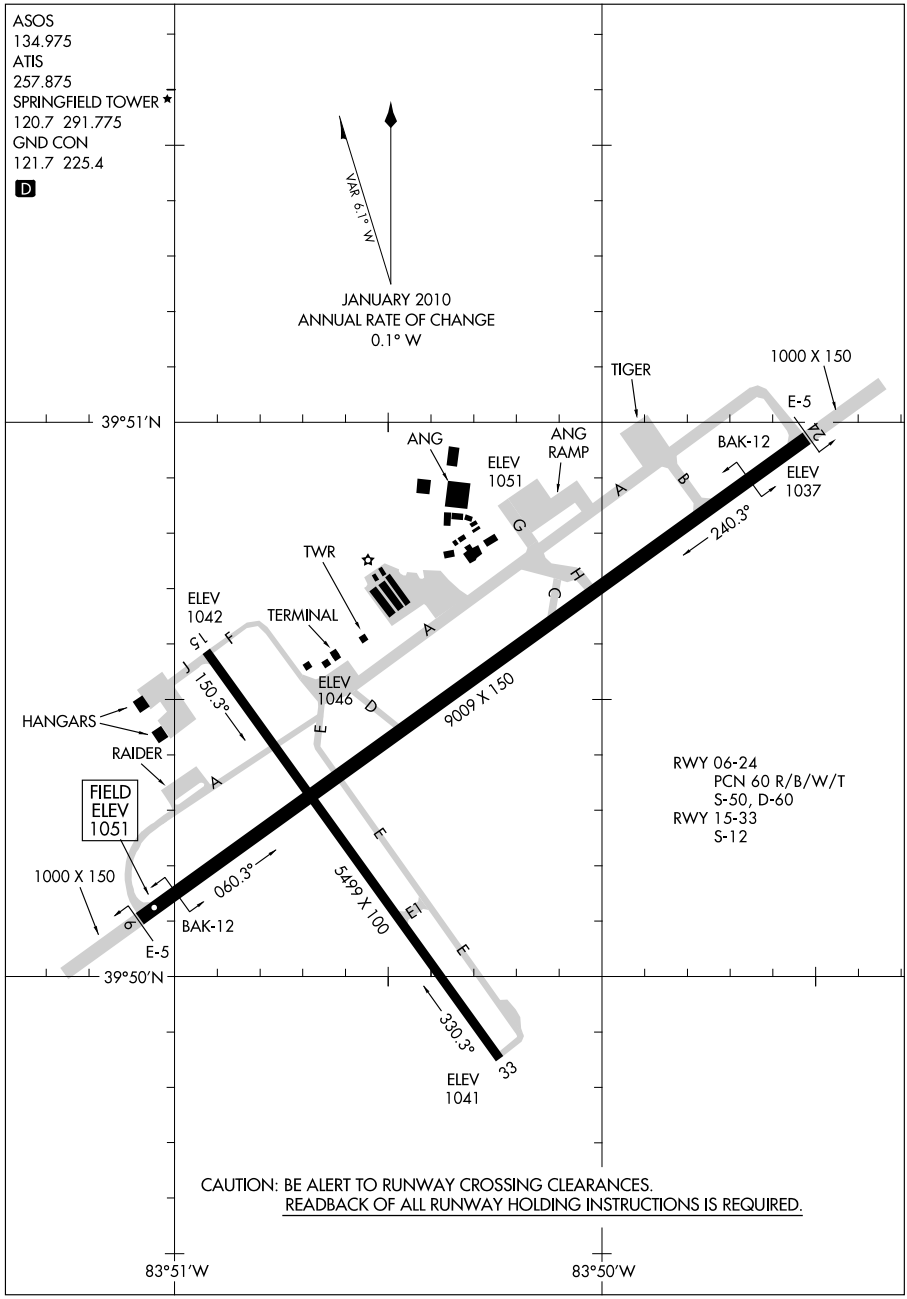
10266

10210

AIRPORT DIAGRAM

AL-958 (FAA)

SPRINGFIELD-BECKLEY MUNI (SGH)
SPRINGFIELD, OHIO



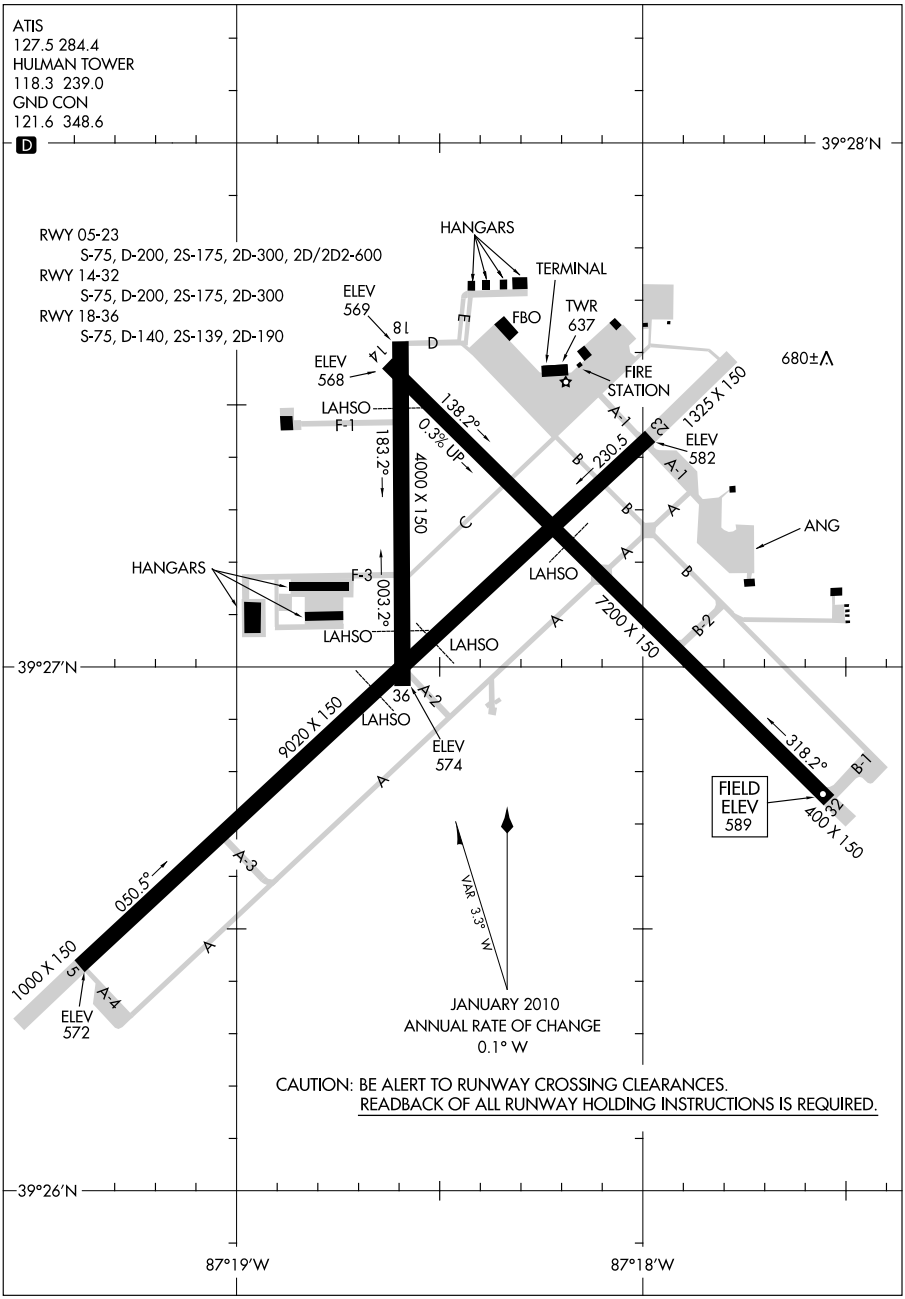
AIRPORT DIAGRAM
10210
SPRINGFIELD, OHIO
SPRINGFIELD-BECKLEY MUNI (SGH)

10210

AIRPORT DIAGRAM

AL-608 (FAA)

TERRE HAUTE INTL-HULMAN FIELD (HUF)
TERRE HAUTE, INDIANA



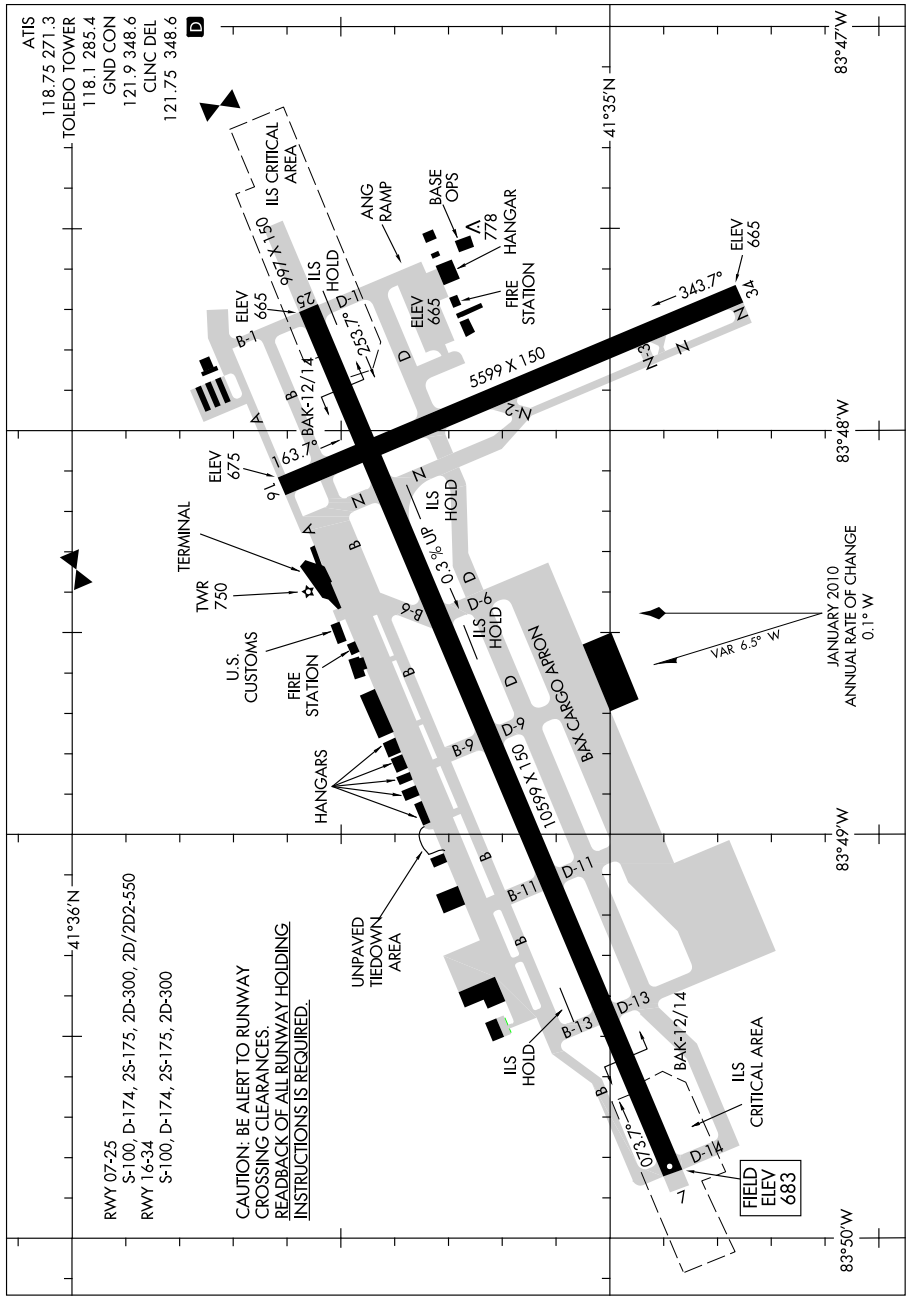
AIRPORT DIAGRAM
10210
TERRE HAUTE, INDIANA
TERRE HAUTE INTL-HULMAN FIELD (HUF)

10210

AIRPORT DIAGRAM

AL-184 (FAA)

TOLEDO EXPRESS (TOL)
TOLEDO, OHIO



AIRPORT DIAGRAM

TOLEDO, OHIO
TOLEDO EXPRESS (TOL)

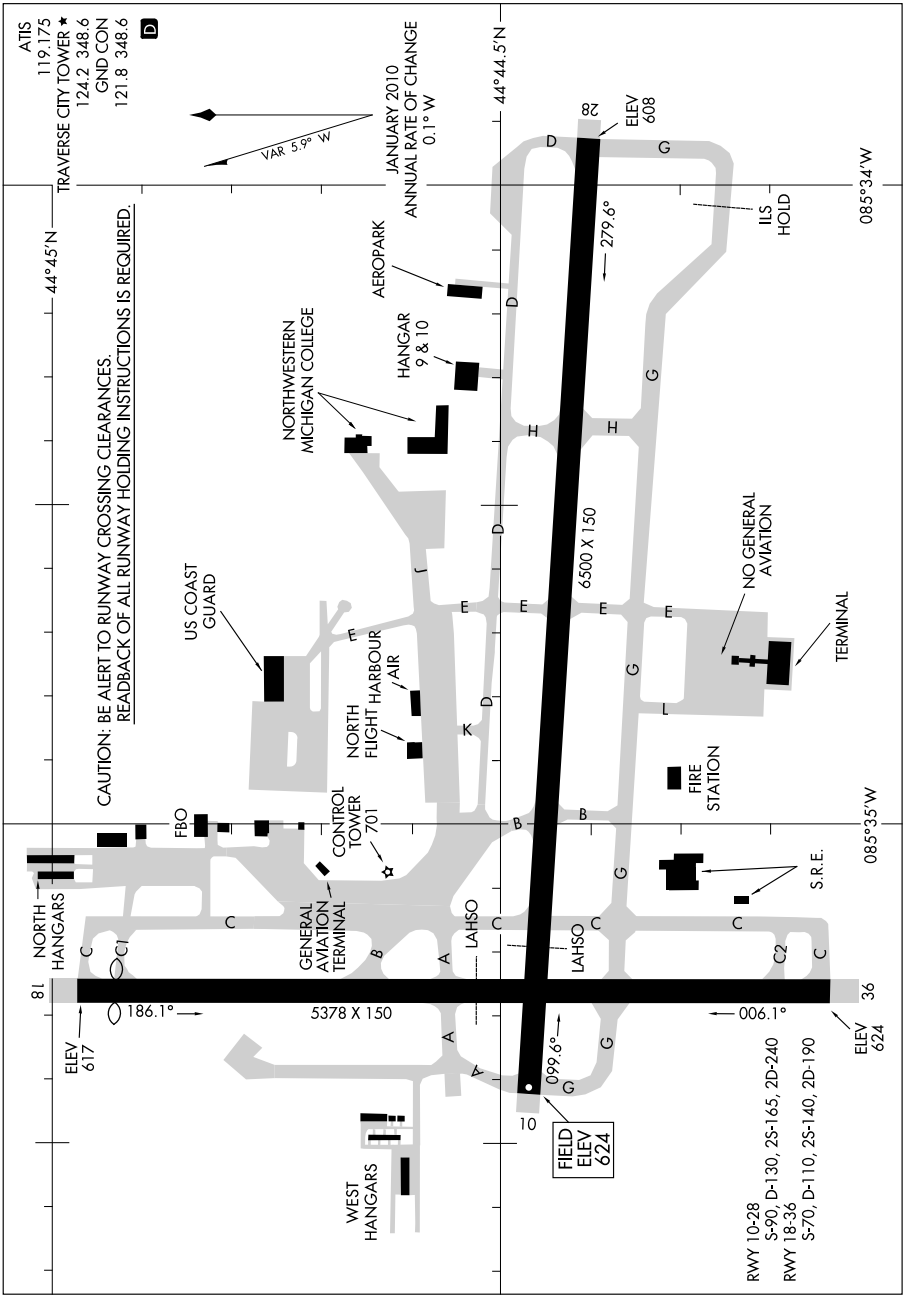
10210

10210

AIRPORT DIAGRAM

AL-425 (FAA)

TRAVERSE CITY / CHERRY CAPITAL (TVC)
TRAVERSE CITY, MICHIGAN



AIRPORT DIAGRAM

10210

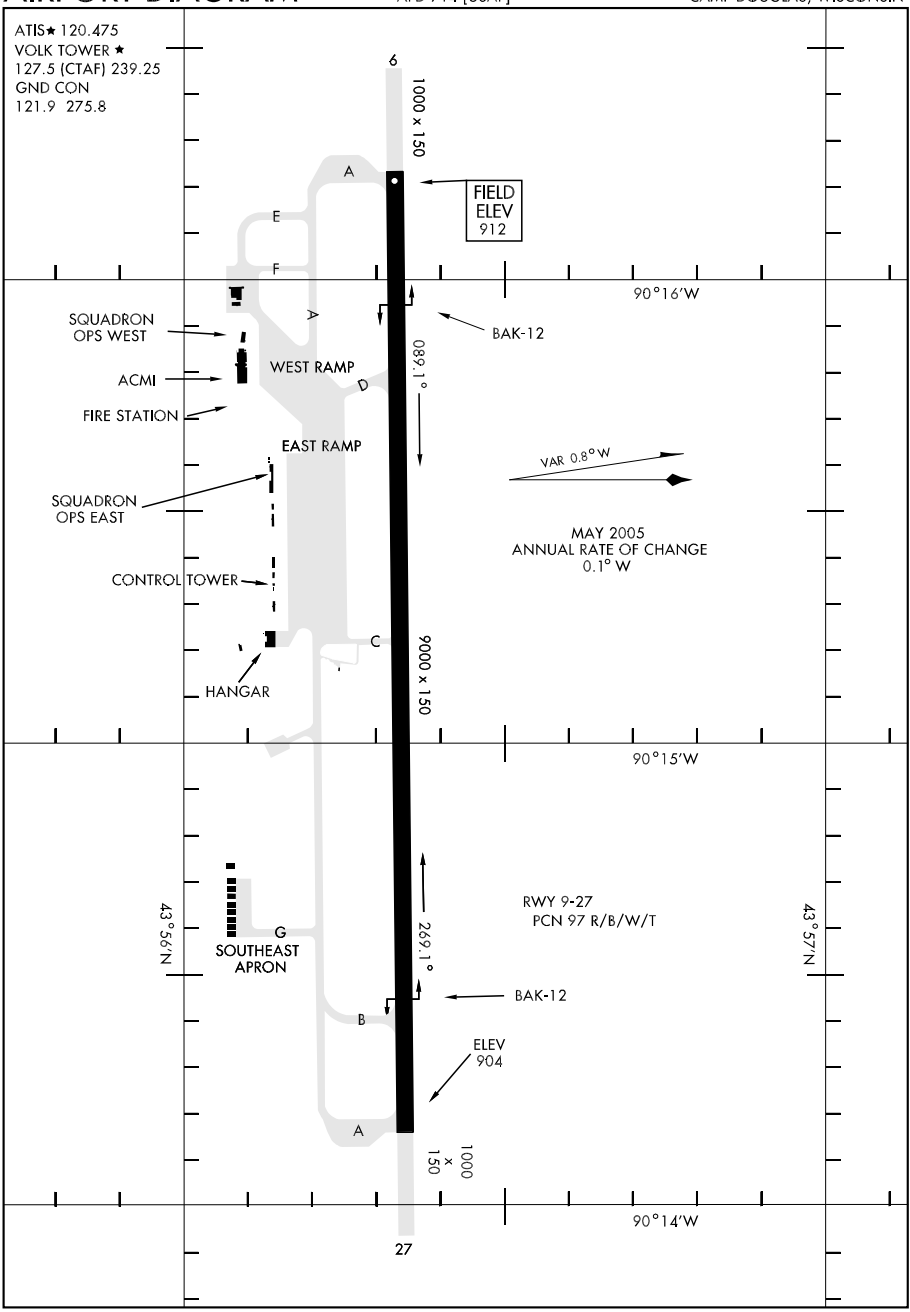
TRAVERSE CITY, MICHIGAN
TRAVERSE CITY / CHERRY CAPITAL (TVC)

06271

AIRPORT DIAGRAM

AFD-714 [USAF]

VOLK FIELD (VOK)
CAMP DOUGLAS, WISCONSIN



AIRPORT DIAGRAM

WGS DATUM

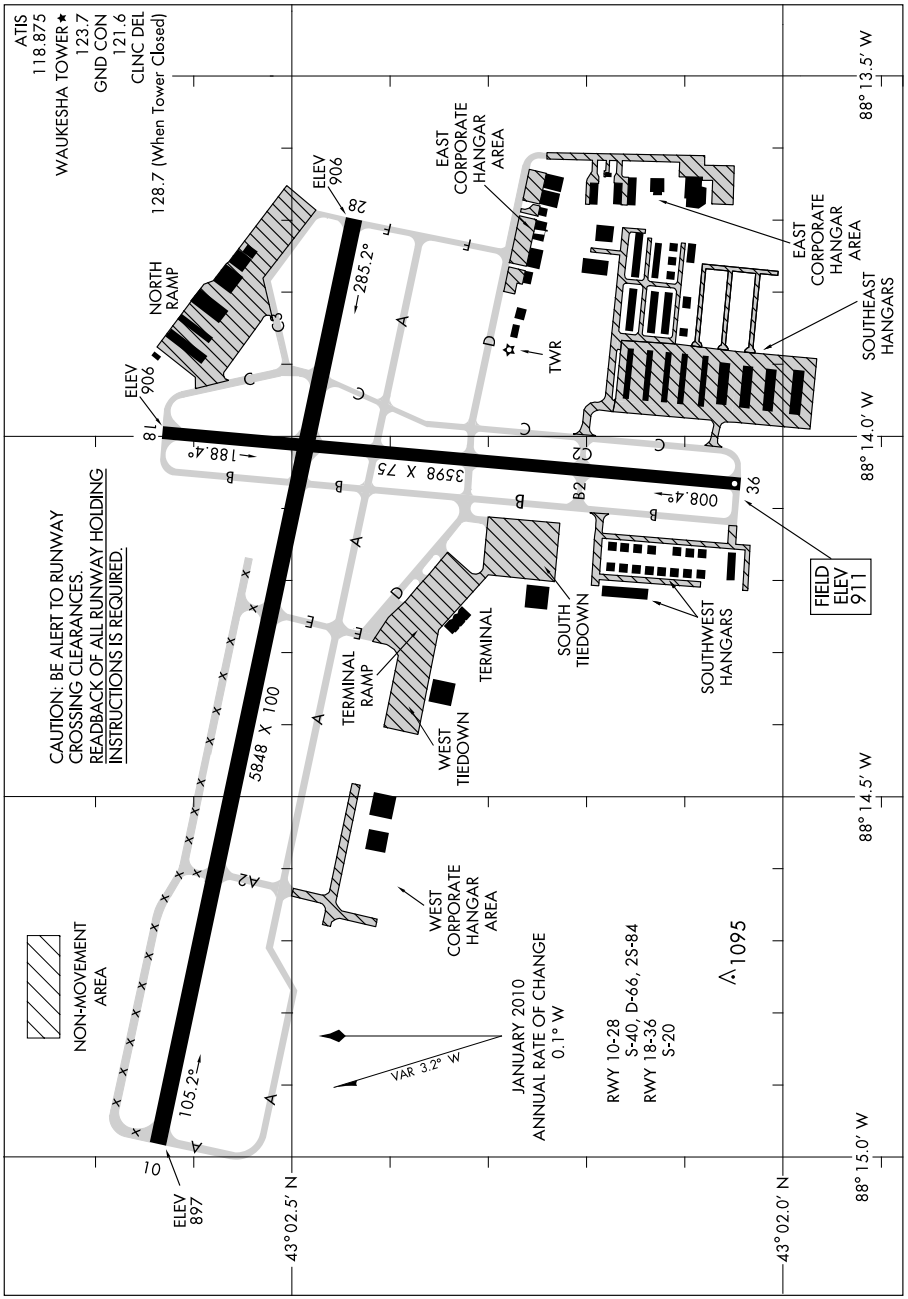
CAMP DOUGLAS, WISCONSIN
VOLK FIELD (VOK)

10210

AIRPORT DIAGRAM

AL-5078 (FAA)

WAUKESHA COUNTY (UES)
WAUKESHA, WISCONSIN



AIRPORT DIAGRAM

WAUKESHA, WISCONSIN
WAUKESHA COUNTY (UES)

10210

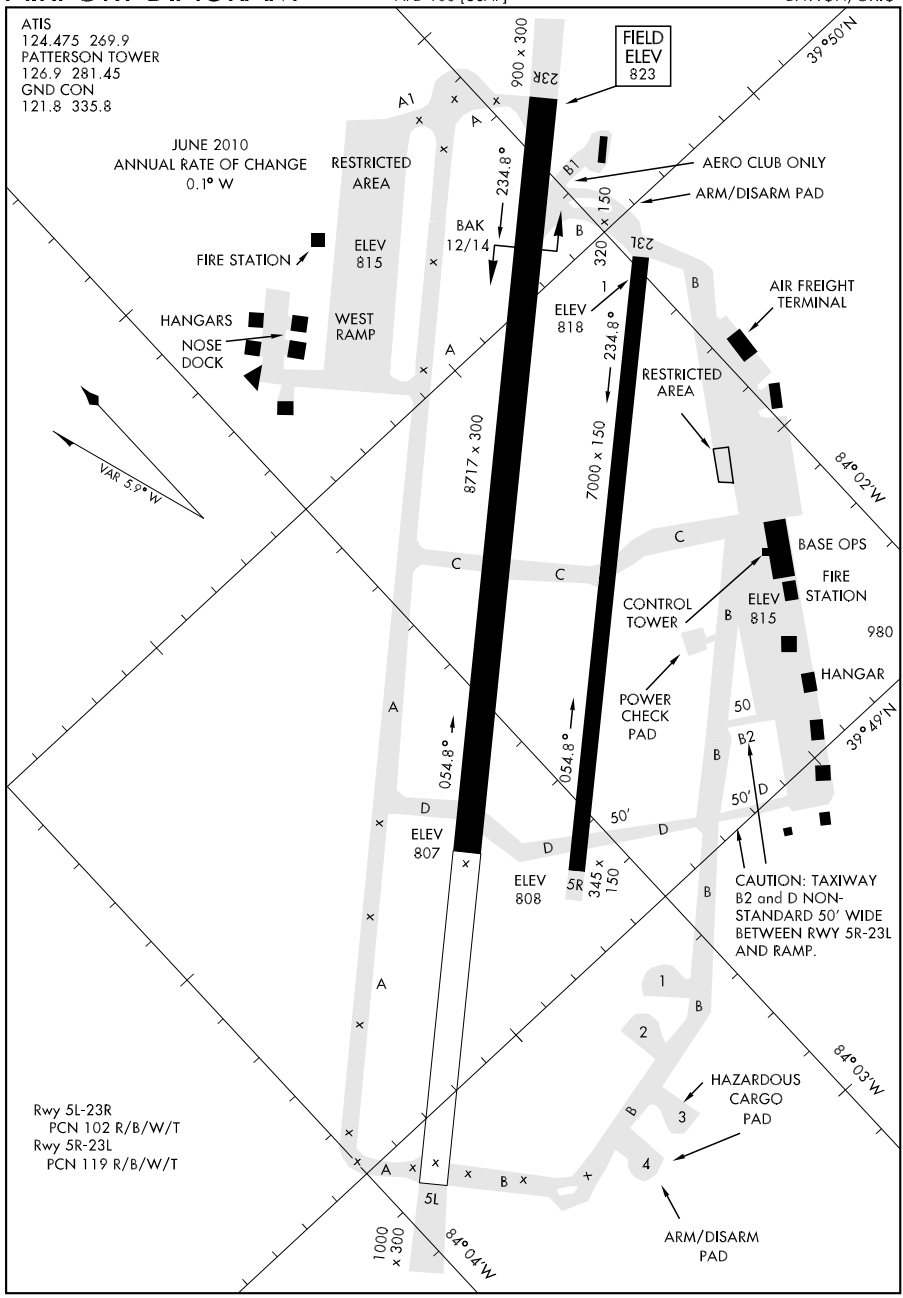
10154

AIRPORT DIAGRAM

WRIGHT-PATTERSON AFB (KFFO)

AFD-108 [USAF]

DAYTON, OHIO



AIRPORT DIAGRAM

DAYTON, OHIO

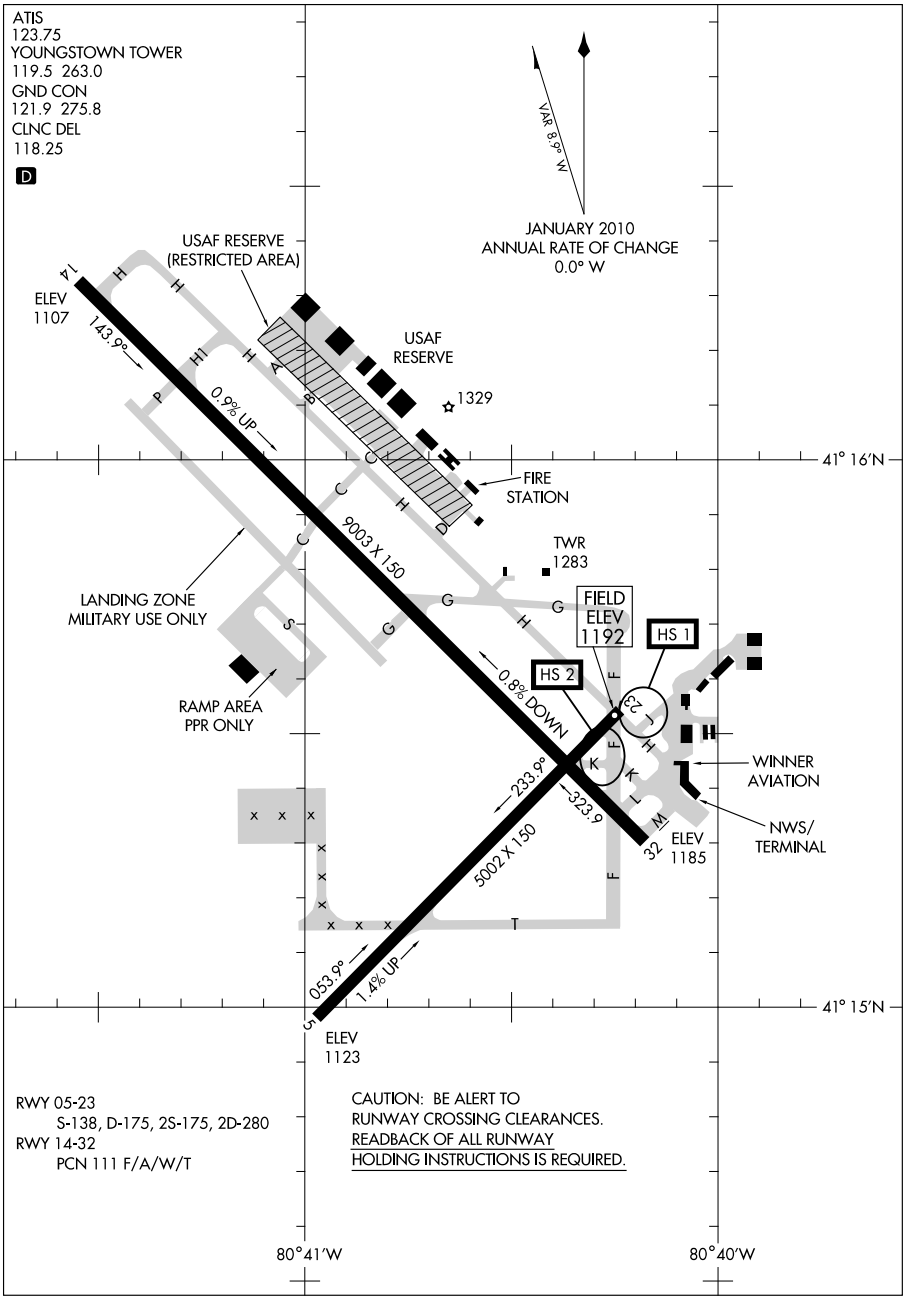
WRIGHT-PATTERSON AFB (KFFO)

10266

AIRPORT DIAGRAM

AL-466 (FAA)

YOUNGSTOWN-WARREN RGNL (YNG)
YOUNGSTOWN-WARREN, OHIO

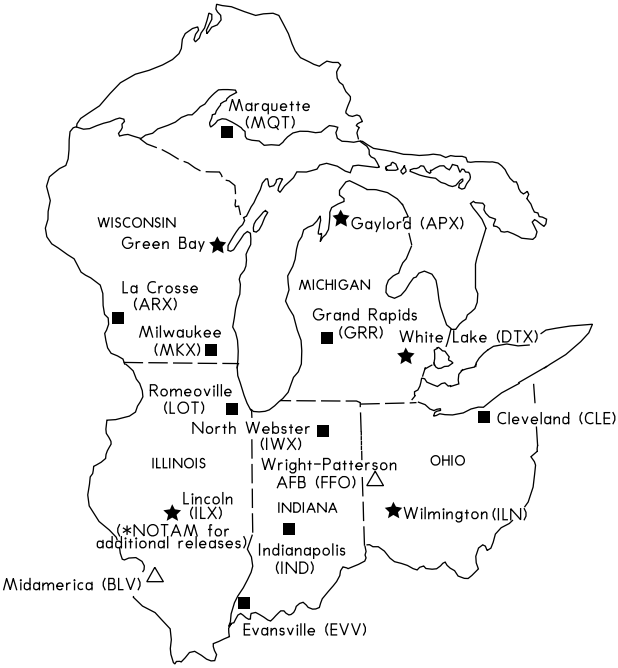


RWY 05-23
S-138, D-175, 2S-175, 2D-280
RWY 14-32
PCN 111 F/A/W/T

CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
10266
YOUNGSTOWN-WARREN, OHIO
YOUNGSTOWN-WARREN RGNL (YNG)

NATIONAL WEATHER SERVICE (NWS) UPPER AIR OBSERVING STATION (UAOS) AND WEATHER RADAR NETWORK



LEGEND

△ AVIATION WEATHER SERVICE (MILITARY)

▲ AIR TRAFFIC CONTROL RADAR

★ UPPER AIR OBSERVING STATION
HYDROGEN FILLED BALLOON RELEASES AROUND
1100 UTC AND 2300 UTC DAILY/RADAR

■ RADAR ONLY

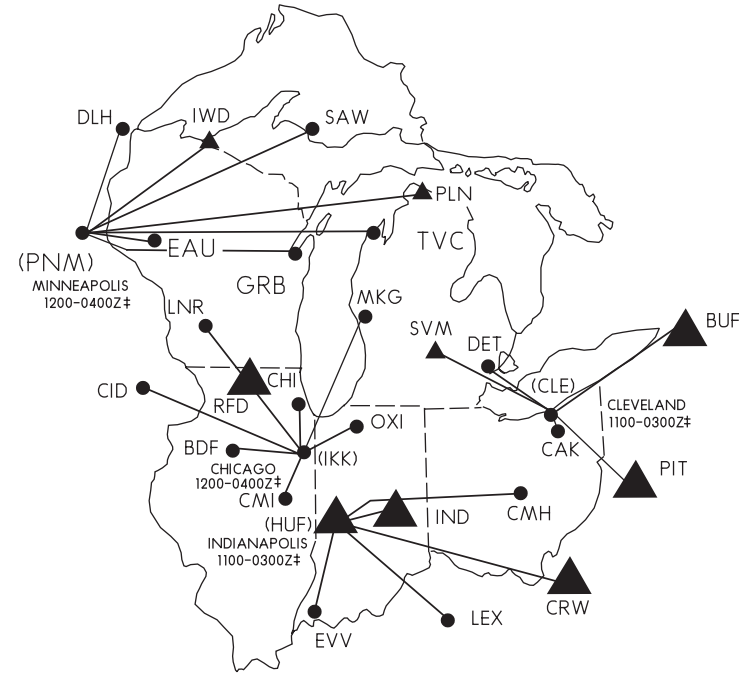
● UAOS-BALLOON RELEASES AROUND 1100 UTC
AND 2300 UTC DAILY

○ OTHER NWS UPPER AIR STATIONS-BALLOON RELEASE
TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE
AND/OR EARLY AFTERNOON

NOTE: FOR RELEASES LATER THAN 1130 UTC AND 2330 UTC, AND
FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED
HOURS, AN AERONAUTICAL INFORMATION MESSAGE OR NOTAM*
WILL BE FILED.

ENROUTE FLIGHT ADVISORY SERVICE (EFAS)

See Aeronautical Information Manual (AIM) for available services



CHICAGO EFAS HIGH ALTITUDE FREQUENCY 134.875
CLEVELAND EFAS HIGH ALTITUDE FREQUENCY 135.425
INDIANAPOLIS EFAS HIGH ALTITUDE FREQUENCY 134.825
MINNEAPOLIS EFAS HIGH ALTITUDE FREQUENCY 135.675

● LOW ALTITUDE COMMUNICATIONS OUTLET (122.0)

▲ HIGH ALTITUDE COMMUNICATIONS OUTLET

▲ BOTH LOW AND HIGH ALTITUDE COMMUNICATIONS OUTLET